

# MDS Books

For collectors and enthusiasts

## 2022 Summer Book News



Dear Reader,

Welcome to our 2022 Summer Book News. Following the building works last Autumn we're all able to be back in the office regularly and the shop is now open for visitors. Do, however, check if you're coming for a specific item to make sure it's in stock. You can see stock levels on the website, these are updated every hour, or give us a call on 01457 861508.

Sadly, we have had to take the difficult decision to cease supplying orders to addresses outside the UK from 30th September 2022. This is mainly due to the massive increase in carriage charges caused by high fuel prices and the additional paperwork and customs charges as a result of Brexit. We hope to be able to re-start in due course but for now it's difficult to say when that might be.

In order to keep UK delivery charges down, we have also amended our UK options and more packets will now be delivered via the ordinary Royal Mail 2nd Class service. This is a 2-3 working day expected delivery, doesn't require a signature and is not trackable. Orders over 5kg will continue to be delivered via the DPD, trackable, next day service, see more on page 63.

The latest of several new titles due this year from Venture Publications, Michael Yelton's fascinating look at Llandudno is now in stock. He's now moving his attention away from Welsh operators, starting with Chester in the Autumn and we look forward to announcing the next title shortly. Look for information on ordering these titles in the next catalogue.

The easiest way to keep up to date with what's happening is via our website and email newsletters. Just visit us at [mdsbooks.co.uk](http://mdsbooks.co.uk) to sign up to the weekly newsletter and you'll get the latest news, and also details of any special offers, bargains, clearance and second-hand items currently available. If you're sending orders to us through the post please note our FREEPOST ordering address is shown below, it's just:

### **FREEPOST MDS BOOK SALES**

You don't need to add anything else, there's no street name or postcode for this FREEPOST address. In fact, if you do add something, it will delay the letter or could even mean we don't get it. The FREEPOST address is obviously only valid in the UK so overseas customers please use the normal Pikes Lane address as shown on page 63.

Thanks for your continued support and as ever, good reading, stay safe, and please let us know if there's anything you like or that we could do better.

Mark Senior  
MDS Book Sales

### **Events booked so far:**

Showbus	Hertfordshire Showground	25/09/22
Wirral Tram & Bus	Birkenhead Transport Museum	02/10/2022

### **Front cover**

An East Lancs-bodied Scania from the well-remembered Mayne's fleet. One of the views from the new book on the company due to be released by Venture Publications this Autumn. (*JA Senior*)

# Venture *publications*

## THE MAYNE WAY

*For many years this much-admired family business was Manchester's oldest and only independent bus operator. They had a loyal following and were something special to those who worked or regularly travelled on their distinctive vehicles. Formed to deliver furniture in 1920, the firm went on to introduce the first regular coach service from East Manchester to Blackpool and provided alternative local transport during the General Strike in 1926. Realising the potential, Mayne continued running buses along Ashton New Road, much to the annoyance of Manchester Corporation, who tried to put an end to their activities. Having fought hard to win licences in the 1930's, the family concern capitalised on the travel boom that followed the second world war, taking over several coach firms, including Barry Cooper Coaches of Warrington in 1982. Their bus operation meanwhile outlasted the municipal trams and trolleybuses and continued through the era of Greater Manchester Transport. They grew and thrived after deregulation in 1986 until rising costs and car ownership finally caught up with them in 2008. Mayne Coaches continued however to reach its centenary in 2020, before the devastating impact of the Coronavirus pandemic led to its sale after 102 years of operation. This book tells the story of this remarkable survivor and the changing times of the towns and people they served.*

**VP496 £22 DUE LATE OCTOBER**

## PRESTIGE SERIES NO 44 LLANDUDNO

*Michael Yelton turns his attention to the unique bus operations of Llandudno UDC. They started in 1928, much later than most municipal operations, and were not preceded by a Corporation-run tramway, although there already was in the town an interurban tramway to Colwyn Bay run by a company and another unique feature, a funicular up the Great Orme, which in fact later passed into municipal control. A much earlier project for the Council itself to run a scenic tram route around the Great Orme came to nothing. This latest volume in the Prestige Series covers the fascinating story within 74 pages, illustrated in colour and black & white. The book also contains fleet details and a resume of the large number of vehicles that have been preserved.*

**VP495 £12 AVAILABLE NOW**

## PRESTIGE SERIES NO 43 COLWYN BAY

*Colwyn Bay in North Wales ran Britain's smallest municipal operation, but one with plenty of interest. No other municipality housed its vehicles with a mechanical elephant, and the 'runabouts' as they were called for many years bumped happily along the Promenade carrying visitors to the coast. In later years a determined but unsuccessful attempt was made to institute conventional services, and operations ceased in 1985. The story has never been told before and Michael Yelton has consulted the minutes of the Council committees to set out this full picture.*

**VP494 £10 AVAILABLE NOW**

## VENTURE PUBLICATIONS

**VP473 ColourScene Snapshot 4**  
**East Anglia Buses 1975-1984** £24.95



The accepted definition of East Anglia is that it covers Suffolk, Norfolk and Cambridgeshire, however the Author has included the northern part of Essex principally the areas around Chelmsford, Braintree and Colchester where he spent summer holidays between 1975 and 1984. He depicts a wide range of buses and coaches ranging from Eastern Counties and municipalities, established coach operators and owner-operators with a few museum views and visits to the ECW factory. The smaller operators served the larger towns on market day supplemented by schoolwork. East Anglia is relatively flat so many fleets consisted of Bedfords or Fords for stage services; some second-hand double-deckers for school-work and coaches for day trips. As a result, the selected photographs depict a wide range of vehicles from this most interesting period in a region of England often overlooked by photographers and historians alike. This fourth book in the author's ColourScene Snapshot series follows the style from DTS Publishing.

**VP490 Preston Deepdale-History of a Bus Garage** £25.00



Regular Venture author Mike Rhodes explores the history of this famous address and this book is the result of a more than 50 years fascination with the depot and its operations. Originally a horse tram operation, Preston commenced electric tram services from the newly built Deepdale premises in the early 1900s, and the depot housed all the facilities the tramway needed including the power station, along with the workshops and car sheds. Later converted to motor bus operation, the garage remains in use today and is the hub of the city's Rotala operation.

**VP466 Ribble under Nationalisation 1969-1989** £22.50



Ribble Motor Services was formed in 1919 with its headquarters based in Preston. During the 1920s and 1930s the company rapidly expanded with the takeover of many smaller operators. The Ribble family grew to be one of the largest bus operators in the country and at its peak its operating area stretched all the way from Carlisle in the north to Merseyside. In this book Mike Rhodes outlines the services and vehicles operated by Ribble, and its subsidiaries, following the formation of the National Bus Company on 1st January 1969 through to its eventual takeover by Stagecoach on 21st April 1989. Profusely illustrated the book looks at each of Ribble's geographical operating areas in turn and records how established route patterns were radically changed with the advent of minibuses in the post-deregulation era. Ribble was slimmed down to nearly half its original size by 1986, making it easy pickings for one of the expanding operators to buy out, consigning Ribble to the history books.

**VP484 Hallmark Coaches** £20.00



Back in 1968 Eric Atkinson teamed up with local businessman John Barnett to start a chauffeur-car company for transporting airline crews. Atkinson wanted his young son, Mark, to be referenced in the company name and as they were aiming for a quality service 'Hallmark' became the obvious identity for the new operation. It was eventually to become one of the most highly regarded brands in luxury coach travel. This book tells the fascinating story of this coach company.

**VP406 A Lifetime on the Buses** £20.00



Covering almost half a century, this is the story of one man's, slightly unusual, career in the transport industry. From working in the home counties with the largest bus operator in the country, to employment with one of the legendary family Independent operators in Yorkshire, the narrative traces the contrast between large and small in the bus industry, at the same time following in parallel the development of two major enthusiasts' organisations over the last 40 years, namely the Doncaster Omnibus & Light Rail Society and the British Trolleybus Society. A native of Sunderland, Jim Sambrooks moved to Hertfordshire aged 16 before commencing a career with London Transport. A subsequent move to Doncaster found him employed by a number of local operators, and allowed him to assist, alongside his paid work, in the development of The Trolleybus Museum at Sandtoft, where he can still be found, in retirement, keeping the wheels turning.

To see the whole range of **Venture publications** titles, including those which are now out of print, follow the link below

[www.mdsbooks.co.uk/vpl](http://www.mdsbooks.co.uk/vpl)

This list includes any second hand copies we may have of any out of print titles

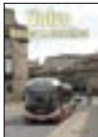
**All these books available now. To order phone 01457 861508**



**VP477 Kemp's & Chiltern Queens £35.00 £20.00**

This book provides a comprehensive history of this fascinating operator based in rural South Oxfordshire. The book covers the bus operations of Kemps between 1929 and 1955 when they became Chiltern Queens Bus Services.

The company ran as Chiltern Queens until 2002 when the company came in to financial difficulties. It was at this point that Keith Horseman from Horseman Coaches Ltd got involved and took control of their affairs. The initial intention was to keep the Chiltern Queens name for a further two years but this was not meant to be. Written by Laurie James and John Whitehead, this large format hardback book has 176 pages with over 250 colour and black and white illustrations plus comprehensive fleet details, route maps, garage and staff details and much more.

**VP475 Volvo Buses & Coaches £34.00 £20.00**

Roger Carey takes an in-depth look at the development of Volvo's product range from the import of the first chassis in 1972, the Ailsa story, and through the various highs and lows to the contemporary Euro 6 range. Illustrated with almost 500 superb photographs covering customers from the smallest to the largest operators, this is definitely a book not to miss.

**VP474 Stevensons of Uttoxeter £34.00 £20.00**

Stevensons Bus Company was founded in August 1926, the first service operating on Saturday, 11th September between Uttoxeter and Burton-upon-Trent. The company slowly grew in size in and around that heartland, becoming Stevensons of Uttoxeter Ltd in 1971, until by the late 1970s there were over forty vehicles in the fleet. This publication has been written as a lasting tribute to a highly regarded and much-missed family company in order to celebrate the 90th anniversary of its founding, which occurred in August 2016.

**VP458 Northern Coachbuilders £30.00 £15.00**

This long-awaited history of NCB explains the connection with Ringtons Tea, and then recalls the meteoric rise and equally dramatic end of one of the best-known coachbuilders of the post-war years. The involvement of the company in wartime aircraft production, details of the passenger and commercial vehicle output and the origins of the Smiths Electric Vehicle Group are explained in this profusely illustrated book. There are short biographies of the principal players which enhance the work.

**VP479 Last Years of the Rear Entrance Double-Decker Bus £20.00 £10.00**

In this book Mike Rhodes takes a look at the last years of rear-entrance double-decker buses. With 183 pictures and detailed captions, this book explores the progression of rear-entrance double-decker buses right up until the 21st century. It covers the period from the late 1960s, when the last rear-entrance double-deckers entered service in this country. It thus encapsulates the significant changes in ownership in the bus industry which took place from this time and also as a result of the deregulation legislation which was introduced in 1986. It also looks at the use of these vehicles elsewhere in the world.

**VP469 Transport for Edinburgh - Lothian Buses & Trams £20.00 £10.00**

Lothian Buses are one of only a handful of UK bus operators which are still controlled by the Local Authority and are the principal provider of bus services in the historic city of Edinburgh and several of the immediate surrounding towns.

Having reverted to the more traditional madder and white livery in 2010 this modern bus fleet presents a fine sight to the visitor and enthusiast alike. Mike Rhodes looks at the present day bus fleet through a series of photographs which depict all of the routes operated by each of the three garages. Extensive captions accompany each picture and many include additional information about the districts and buildings portrayed. The book also includes a brief history of the growth of local transport in Edinburgh, starting with the Edinburgh Street Tramway Co. in 1871, through to the present day. The book concludes with chapters which illustrate the Night Services, Bus Tours and the Tramway.

**VP454 West Coast Motors £15.00 £10.00**

This book 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 the 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.

**VP449 Cumberland Motor Services 1912-2012 - 100 Years of Service £15.00 £8.00**



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 Ribblesdale.

**VP460 Steel Wheels & Rubber Tyres Vol 3 £20.00 £10.00**



Geoffrey Hilditch, General Manager at Halifax, received a rude awakening when he read he was to lose his job thanks to Barbara Castle. His subsequent time as Engineering Director at West Yorkshire PTE was difficult, throwing money into the unknown was alien to him, and his reign was short. Moving to Leicester should have put matters right but it seems he had moved out of the frying pan into the fire. This turbulent period of his career forms Part 3 of his fascinating autobiography.

**VP481 Steel Wheels & Rubber Tyres Vol 4 £20.00 £10.00**



This book sees the final instalment of the late Geoffrey Hilditch's autobiography. It follows the same layout and format as the third volume produced by Venture and focuses on the later part of his working life including time working in Whitehall, Aberdare, Drawlane Leicester and Oldham.

**VPL54 Turning Points in a Transport Career £9.95 £5.00**



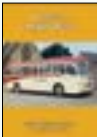
This book is an autobiographical look back and the life and work of Walter Womar. The book covers his early life and his introduction into the bus industry and also covers his time as a soldier during the Second World War. Chapters include his time at Midland Red and Potteries Motor Traction and even a look at the National Bus Company's London headquarters, the Kremlin.

We send our larger parcels by DPD. They offer a next day service with a one hour window on the day of delivery. When placing your order, if possible please give us a mobile number and/or an email address so DPD can contact you with your allotted time and delivery day.

This courier service is subject to location and is only available to mainland UK addresses. However, there may be restrictions to remote areas.

**Super Prestige**

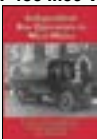
**VP476...37 Austins - Happy Days £20.00 £10.00**



Geoff Smith has prepared this volume in Venture's Super Prestige format covering Austins - Happy Days of Woodseaves, Stafford. Another successful independent, they operated stage carriage services in the rural areas of the Staffordshire/

Shropshire borders. The Happy Days coaching arm continued for many years after the end of stage carriage work. This book covers both sides of the business and is comprehensively illustrated in colour and black and white and includes full fleet details, and details of vehicle and operator acquisitions and disposals.

**VP483 ...39 West Wales Independents £20.00 £10.00**



This is the second book from Venture written by Les Dickinson and it covers some of the independent bus companies that operate in west Wales. It follows the same Super Prestige format as his first book, Richard Brothers of Cardigan and

has been written as a companion publication. This book will attempt to provide an insight to the operators on the coastal strip around Cardigan town and North Pembrokeshire, particularly Newport, Cilgerran and St Dogmaels from just before 1920 and up to more recent times. The second volume by Les Dickinson on buses in this region will be available later in 2019.

**VP487 ...40 West Wales Independents Part 2 £20.00**



In this book, the author, Les Dickinson attempts to describe the introduction and development of the passenger transport providers of the northern foothills of the Preseli hills. He focuses on two areas,

Crymych and Maenclochog exploring in detail the independent operators which worked throughout these villages. In the chapters on Crymych the author details the histories of three larger independents and one smaller entity. The three larger are: David John Jones, Edwards Brothers and Midway Motors (formerly Rees & Phillips). The smaller, and short-lived operator featured is Frenni Coaches (Beardwell & Collins). The pages describing the bus scene in Maenclochog cover three early pioneers in the region: Arthur Williams of Maenclochog, Ivor Williams of Trelech and Morgan Brothers of Llanfymach and their companies' progression.

**VP486 ...41 Observation Coaches & Half-Deckers £20.00**



Neville Mercer tells the story of observation coaches from their origins in north America to the ones which were found on the British roads in the middle years of the 20th century. The few companies which were involved in their manufacture are described in detail, as well as the firms which produced the most familiar examples which served the London stations and airports. This volume is illustrated with around 300 pictures, including some very rare vehicles.

**VP485 ...42 Aberdare****£16.00**

Michael Yelton continues his study of Welsh municipal operators with this book on Aberdare. It covers the trams and trolleybuses of the early years through to the motor bus days. Aberdare has been little written about, although there has been some interest in the unusual early trolleybus operation, but nothing so far put forward on that system has been compiled after access to all the many relevant records, until now. Like other Welsh municipalities, the services revolved around the shifts of the local coal mines. The story ends with the local government reorganisation in 1974.

**VP492 ...43 Merthyr Tydfil****£20.00**

Michael Yelton completes his study of Welsh Municipal operators with his seventh book, this time on Merthyr Tydfil. Unlike other smaller South Wales municipalities, explored in previous volumes, Merthyr Tydfil County Borough Council started running buses while there were still trams in the town which were owned and operated by an outside private company. The trams already ran on the two most lucrative routes when the Council began running buses and it took 15 years before the local authority was able to purchase the tramway undertaking and to replace the trams with buses. This 154 page book includes a full fleet list and is well illustrated throughout with both black & white and colour photographs and maps to help bring this story to life.

**VPL56 What's That New Mark****£2.75 £1.00**

This book explains the new motor vehicle registration system which was brought in in 2001 in the UK. It includes a brief history of the old system and details of the new style registrations. This publication also contains tables that show to which offices the new codes are allocated.

**VP459 Manchester Metrolink Handbook****£9.95 £5.00**

This book describes the development and expansion of Manchester's pioneering light rail system from the initial phase converting the Bury and Altrincham railway lines through the various extensions which have developed.

**Prestige Series****VP471 ...41 Pontypridd****£10.00 £5.00**

The Pontypridd Urban District Council transport undertaking was much better known than many of the other small municipal operators in the South Wales valleys, even though most of its routes were short and local. Commencing with horse trams in 1882, electric trams and later trolleybuses were also operated as well as the motor buses. This book provides an overview of the development of the system and is supported by a wide selection of illustrations, a trolleybus and motor bus fleet list and maps and route details.

**VP482 Here Comes The Eden****£10.00 £5.00**

This book celebrates 90 years of Eden Bus Services. Mention that name to anyone above a certain age in Bishop Auckland, and thoughts turn to immaculately presented red and ivory buses, crewed by cheery staff operating a reliable and punctual bus service, in all weathers. Indeed, it is often said, 'The Eden always got through!' Though The Eden was sold to North East Bus (the parent company of United) in 1995, and the name faded away under the corporate image of Arriva, the name 'The Eden' was rescued by Graeme Scarlett, a Shildon businessman who drove for The Eden in the 1970s. Consequently, Eden buses still ply the streets of Bishop Auckland as though nothing happened, and even running out of the garage established in West Auckland, by the Summerson Brothers in the 1930s. This book records the history of this plucky little independent bus operator.

**VP462 UK & Ireland Tram & Light Rail****Systems 3rd Edition****£6.00 £3.00**

This third edition covers the systems of Blackpool, DLR, Edinburgh, LUAS, Metrolink, Midland Metro, NET, Supertram, Tramlink and Tyne & Wear Metro. Fully updated to July 2014, it is illustrated in colour throughout. This 64 page packet book is the ideal companion for your tramway visits or just for reference.

**VP464 Crich Tramcar****Rollingstock Book 2nd Edition****£9.00 £5.00**

This new edition is a fully illustrated all-colour pocket book that describes the National Tramway Museum 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 first edition was a resounding success and this new extended volume is sure to be a winner too.



## BUS & TROLLEYBUSES

### AMBERLEY PUBLISHING

**A7967 Bristol Buses and Coaches £15.99**



Based in the city of the same name, Bristol commenced production of buses at the turn of the twentieth century, initially for its own bus fleet. Soon Bristol products could be seen nationwide, and became known for their rugged durability. Covering the period from the 1960s until the end of production in 1983, this book gives an overview of many of the models to come out of the Brislington factory. Containing a brief description of each chassis type and 180 colour photographs, it showcases Bristol's products when in their operating heyday.

**A1433 East Yorkshire Buses £15.99**



The history of East Yorkshire is well documented, going back to 1919 when Ernest John Lee purchased a fourteen-seat Ford Model T bus for a service between Elloughton and Hull. Today, East Yorkshire is now a subsidiary of Go North East and part of the Go Ahead group – one of the UK's largest passenger transport companies. This book documents the current state of this historic company. Every vehicle type and livery is featured here, as well as a wealth of interior and rear view photographs.

**A1077 Jersey Buses £15.99**



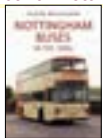
This book covers the operations of Jersey Motor Transport from the late 1980s, as well as looking at how the island's bus scene has developed over the last three decades, including the Easylink and Connex era. Jersey was a popular tourist destination during this period, and the coach business was booming. Operators Holiday Tours Mascot and Tantivy merged in the nineties to become Tantivy Holiday Tours, operating over a hundred coaches and minicoaches. Blue Coaches later joined the Tantivy group, and the purchase of Pioneer Coaches followed. This leaves just two main coach operators on the island. Previously unpublished photographs document this unique part of the UK bus scene.

**A1291 London's Transport and the Olympics- Preparation, Delivery and Legacy £15.99**



When London first applied as a contender to stage the 2012 Olympic Games, there was cynical speculation as to whether the transport infrastructure could cope should it win. During the bidding process for 2012, Transport for London, the Capital's transport strategy provider did its bit to promote the application with buses and Stratford station displaying prominent 'Back the Bid' slogans. There was a 'can do' mentality among transport management on this occasion, and in this book Malcolm Batten looks at the preparation and delivery of the Olympic and Paralympic games by London's transport providers. The transport legacy is also examined here, celebrating a landmark achievement in the history of London transport.

**A0916 Nottingham Buses in the 1990s £15.99**



During the mid-1990s Nottingham's scene was dominated by Nottingham City Transport and the Wellglade group that included Trent buses and Barton buses. Notable independents had been purchased by Wellglade and Nottingham City

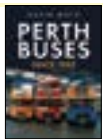
Transport respectively, with evidence of their existence still very much on the road. Other players included Kinch, Nottingham Omnibus and Delta bus, who tried to make a mark on the scene but were eventually swept away. By the end of the decade low-floor buses would start to become the new normal, and operating practices began to change. This nostalgic look back at buses in Nottingham in the 1990s presents a picture of an interesting and varied bus scene.

**A1118 Oxford & South Midlands Buses £15.99**



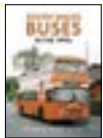
Heralded as one of the best examples in the bus and coach industry of deregulation working to almost textbook fashion, Oxford has enjoyed an excellent and dynamic transport system. This historic city famed for its university colleges and 'dreaming spires' had City of Oxford Motor Services (COMS) as its established bus operator. Under National Bus Company ownership, the operations of South Midland were added and the name changed to Oxford South Midland. Separated prior to privatisation, South Midland would take the county depots and Oxford the city and interurban network. However both would continue to operate coach services to London via the M40 or along the Thames Valley. This book also looks at a selection of other operators running in the county, as well as those of neighbouring counties such as Northamptonshire and Warwickshire. The Stagecoach Group gained a significant presence in the area whose local division was for a time entitled South Midland encompassing part of the once mighty Midland Red.

**A1079 Perth Buses Since 1990 £15.99**



This book covers the ever-changing bus scene in and around Perth, the Fair City. Including a wide variety of locations in Perth itself as well as surrounding villages and towns such as Blairgowrie, Crieff, Spittalfield, it covers the tail end of the Perth bus war with Routemasters being used by both Stagecoach and Strathay as they competed for passengers. The story is brought up-to-date with images documenting the scene's evolution over the years. The photographs are arranged in chronological order, showing the changes to the Perth bus scene as older step-entrance vehicles give way to low-floor buses and liveries evolve. Perth itself is an attractive city, and provides the perfect background to this interesting selection of vehicles.

**A9714 South Wales Buses in the 1990s £15.99**



In addition to the major operators such as National Welsh, South Wales Transport, First Group and Stagecoach, South Wales boasted a number of municipal bus operators, most of which have since been acquired by the major groups. Furthermore,

**All these books due shortly. To order phone 01457 861508**



South Wales has also had (and still has) numerous privately owned companies who have operated bus services across the country, and all these can be seen supported by a wide variety of photographs which will bring back memories of an interesting period in transport history.

## **A0462 The Bus and Coach Today £15.99**



The design of buses and coaches is constantly changing as new technology is developed and environmentally friendly and emission-related legislation evolves. In addition to more traditional vehicles, there are now choices between hydrogen-powered hydroliners, all-electrics, vehicles with electric driving mirrors and fully autonomous buses. In this extremely colourful and diverse book, Richard Walter takes you on a photo-filled trip round the world to explore how buses and coaches are changing and how older vehicles have adapted to meet the demands of operators. Jump on board to explore how things are evolving in recent years from the wilds of the Western Isles and the big UK cities like London, York, Edinburgh, Newcastle and Glasgow to exotic locations such as Bermuda, Tenerife, Hong Kong and New York. The book also looks at some of the many demonstrators that operators have evaluated and how new products have been launched at events such as the annual UK Coach Rally in Blackpool and the Euro Bus Expo.

## **CAPITAL TRANSPORT PUBLISHING**

### **CA466 Streets of Birmingham's Transport £35.00**



Following their companion volume on the Streets and Lanes of Midland Red, authors Malcolm Keeley and Roger Torode turn their attention to the operating area of Birmingham City Transport in this carefully compiled album of images of the city and its surroundings in the middle of the 20th Century.

### **CA472 London's First Motor Buses £16.95**

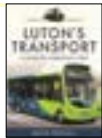


This book looks at the very beginnings of motor buses in the early years of the twentieth century. A good selection of photographs is accompanied by articles on different aspects of the story, including the first motor bus routes, driver training, the pioneers, alternatives to the petrol engine including electric buses, and developments up to the first covered top buses.

## **PEN & SWORD**

### **P5558 Luton's Transport-**

#### **A Journey Through Time £25.00**



Located in the Chiltern Hills, Luton has a rich transport history, being home to London Luton Airport and Vauxhall Motors. This south Bedfordshire town has also had an interesting public transport history, most notable being Luton Corporation Transport, Eastern National, United Counties and London Transport. The towns of Luton and Dunstable are linked by one of the longest guided busways in the world. Luton's Transport takes a look at the development of Luton's tramway, along with the development of bus and coach services in the Luton, Dunstable and Houghton Regis areas of Bedfordshire.

### **P8100 Cambus to Stagecoach East- A Fleet History 1984-2022**

**£35.00**

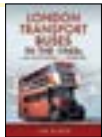


Formed in 1984, following the decision by the National Bus Company to divide the Eastern Counties Omnibus Company Ltd into smaller parts, Cambus Holdings became responsible for operating services in Cambridgeshire and West Suffolk. A management buy-out took place in 1986 and in 1989 Viscount Travel was formed. Following that formation an acquisition of Premier Travel occurred in 1990. The company expanded into other geographical areas including Milton Keynes and parts of Buckinghamshire, before being taken over by Stagecoach Holdings in 1996. The new owners added Go West Travel to the Cambus operations, trading as Norfolk Green, in recent times the company has ceased operating in the King's Lynn area, this taking place in 2018.

### **P6785 London Transport Buses in the 1960s-**

#### **A Decade of Change & Transition**

**£25.00**



Just as life in Britain changed dramatically during the 1960s, so did London Transport's buses and their operations. Most striking was the abandonment of London's trolleybuses and their replacement by motorbuses. Begun in 1959 using surplus RT-types, it was completed by May 1962 using new Routemasters, designed specifically to replace them. They then continued to replace RT types, too. Traffic congestion and staff shortages played havoc with London Transport's buses and Green Line coaches during the 1960s, one-man operation was seen as a remedy for the latter, shortening routes in the Central Area for the former. Thus the ill-fated 'Reshaping Plan' was born, introducing new OMO bus types. These entered trial service in 1965, and after much delay the plan was implemented from September 1968 onwards. Sadly, new MB-types, also introduced in the Country Area, soon proved a disaster. The decade ended with the loss of LT's Country Area buses and Green Line coaches to the National Bus Company.

### **P8586 London's Transport-**

#### **Roman Times to the Present Day**

**£25.00**



Transport systems are the lifeblood of all great cities and this is certainly true of London. As far back as Roman times, their city Londinium was the hub of a network of roads leading out to all the major centres of the time. It was the Romans who gave the city its first bridge across the Thames and its first paved roadways. This book tells the story of London's roads and bridges and the vehicles that used them. For centuries, transport meant horse-drawn vehicles, from lumbering waggons to elegant carriages and the city had a flourishing industry, building carriages. The Industrial Revolution brought major changes, not least in the construction of more and more bridges over the Thames. In the 19th century a new system appeared with the arrival of the railways, and the many stations that are such prominent features of the cityscape. The story continues into the 20th century, when, for a time, the city was also home to some pioneering motor car manufacturers, such as Vauxhall.

**All these books due shortly. To order write to FREEPOST MDS BOOK SALES**

**SOUTHDOWN ENTHUSIASTS SOC****SEC90 SEC Fleet List Book 2022****£8.00**

The Southdown Enthusiast Club has produced its annual 'Fleet List Book' and this new publication for 2022 contains details of the Stagecoach South and South East Fleets; Brighton & Hove and First Hampshire and Dorset including fleet numbers, liveries, registration numbers, chassis and body numbers, delivery dates and allocations.

**NON TRANSPORT****AMBERLEY PUBLISHING****A1116 Britain's Motorways****£15.99**

Motorways are found all over Britain, from Perth in Scotland to Exeter in Devon. In fact, there are now over 2,000 miles of motorway in England, Wales and Scotland. They are used by millions of us every day, yet how often do we ever think about these marvels of civil engineering that help to speed people and goods around Britain? In a first, transport historian Mark Chatterton has brought together information about the history, construction, routes and workings of every motorway that is found in Britain in one book. Britain's Motorways looks at each of the main motorways, including the M1, M6 and the M25 plus the other A-designated motorways, such as the A1(M), giving details of their history, routes and characteristics in a subject that has never been covered in such detail before. In researching this book, Mark Chatterton has spent many years travelling the length and breadth of Great Britain, visiting each motorway, capturing photographs and building up an extensive knowledge of the subject.

**CAPITAL TRANSPORT PUBLISHING****CA469 The London that Never Happened****£19.95**

A pyramid on Trafalgar Square, an airport at King's Cross, an Eiffel Tower at Wembley, suspended monorails in central London and to Heathrow, a sixties-style Piccadilly Circus, a diverted Thames, a remodelled Westminster, a very different South Bank and three six-lane orbital motorways. These are among the bold but unrealised proposals for London covered in this book.

**TRAMS & LIGHT RAIL****MIDDLETON PRESS****M5673 Nott's First Generation Tramways****£18.95**

1st generation railed public transport existed in Nottingham for nearly 58 years, initially by horse power, then subsequently electric traction. This book provides a photographic record of these trams at work along the routes they served, illustrating scenes from late Victorian through to the post Edwardian periods. 2nd generation trams now serve the citizens of Nottingham.

**PEN & SWORD****P7064 British Trolleybus Systems-****London and South-East England****£30.00**

Although there had been experiments with the use of a new form of transport, the 'trackless tram' (better known as the trolleybus), during the first decade of the 20th century, it was in June 1911 that Bradford and Leeds became the country's pioneering operators of trolleybuses. There had been earlier experimental users, in places like Hove and London, and as the tide turned against the tram in many towns and cities, the trolleybus became a popular alternative with London becoming, for a period, the world's largest operator of trolleybuses. This volume, one of four that examines the history of all trolleybus operators in the British Isles, focuses on London and the other systems of south-east England.

**P9438 Glasgow Trams- A Pictorial Tribute****£35.00**

This book has been commissioned to mark the 60th anniversary of the closure of Glasgow's remarkable tram system, when over 250,000 people lined the city streets on 4 September 1962 to watch a final procession of some 20 trams representing different periods in the history of the undertaking. Using a wealth of previously unpublished photographs, the book shows as many areas and aspects of the city as possible. The trams are once again back where they belong, right in the heart of the city and its suburbs with people, period buses, cars and lorries, shops, churches, theatres, cinemas, parks, shipyards, factories and even steam and electric locos running on the tram tracks. Furthermore, the coverage goes way beyond the city boundary to encompass Airdrie, Coatbridge, Cambuslang, Rutherglen, Barrhead, Paisley, Renfrew, Clydebank and Milngavie.

**SILVER LINK****S4596 The Tramways of Aberdeen 1956****£25.00 Oct**

In the year 1956 the Aberdeen tramway system was down to two routes, the Bridges route between Dee and Don and Beach/Castle Street to Woodend/Hazlehead. On 10th and 11th July, David and John Clarke visited Aberdeen and the collection of rare, evocative and unpublished views that follows are a record of their visit. Also in this volume there are a number of unpublished views from the collection of Mike Stephen, and from the inspector records from 1956 an insight to the operations of trams in Aberdeen.

**S4581 The Tramways of Glasgow 1956****£25.00 Oct**

In 1956 it was decided to reduce and ultimately abandon the entire tram system. Initially, with a few exceptions such as the routes to Clydebank and Dalmuir, all services were cut back to the city boundary thus relieving the Corporation of road maintenance costs outside its own limits. This affected the long, inter-urban services to

Barrhead, Paisley, Renfrew, Milngavie, Coatbridge and Airdrie... During the summer months of 1956, David and John Clarke visited Glasgow and the collection of rare, evocative and unpublished views that follows are a record of their visit. Note, that all the views are in chronological order, with David and John, on the same day, miles apart. A number of views in this book feature the Glasgow tram routes that closed in 1956.

## Trams & Recollections

**S4582 ...124 Edinburgh 1956**

**£10.00 Oct**



The final year of tramway operation in Edinburgh had arrived, 1956, but there were still a significant number of routes and trams still operating at the start of the year. Trams still

worked routes 6, 7, 11, 13, 14, 16, 17, 19, 23 and 28. On March 11 route 7 was replaced by buses and route 17 was withdrawn without bus replacement. Leith tram depot closed on 5 May and tram routes 6 and 19 ceased on 27 May. On June 16 routes 13 and 14 were withdrawn. Sadly, the last trams for a long time ran in Edinburgh on 16 November.

**S4600 ...125 Dundee**

**£10.00 Oct**



The Blackness to Downfield tram route was withdrawn on 26 November 1955 and this left by the start of 1956 the Lochee to Reform Street, Ninewells/West Park to

Maryfield routes still operating. On 9th and 11th July, David and John Clarke visited Dundee and the collection of rare, evocative and unpublished views that follows are a record of their visit. On the night of 20th/21st October the last tram, car 25 ran, and such was the numbers of spectators that it did not reach High Street until 12:50am. Sadly, the Dundee trams were burned and reduced to scrap metal; a similar fate in May 1958 would befall Aberdeen's trams.

## RAILWAYS

### AMBERLEY PUBLISHING

**A0886 Containers by Rail in the UK**

**£15.99**



The importance of our railways in the movement of sea containers cannot be overstressed. Industry figures suggest that one in four of all containers arriving at UK ports move onwards via the UK rail network.

This is particularly significant to the railfreight sector given the dramatic downturn in coal traffic in recent years. Four of the country's major players in the freight sector, Freightliner, DB Cargo, GB Railfreight and Direct Rail Services, all move significant volumes of container traffic to almost all parts of the UK. This book takes a look at these movements, from the major ports of Felixstowe and Southampton to destinations as far afield as Bristol and the Scottish Highlands. John Jackson takes an in-depth look at the diversity of locomotives and container wagons used on these services provided by these key players on our 21st century railway.

**A0991 Crane Locomotives**

**£15.99**



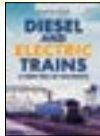
The first cranes mounted on railway wheels were hand operated, but by the mid-19th century, several builders had fitted steam engines and boilers to enhance lifting capabilities, though initially these machines were not self-propelled, but merely portable.

By the 1860s self-propelled cranes were offered and gradually designs were developed for more specialised uses, such as dealing with accidents or for quarrying. A crane locomotive is a conventional steam locomotive, built or subsequently fitted with a crane jib. The first example was a locomotive converted by the London & North Western Railway in 1866. Other railways followed with their own conversions, and three main line companies even built a small number new. These were all mainly employed for shunting and loading in workshop areas. Private firms also designed and built specialist crane locomotives for use in heavy industry, such as shipyards and steelworks, where they proved to be extremely versatile, with a few working into the early 1970s.

**A0995 Diesel and Electric Trains-**

**A New Era of Railways**

**£15.99**



This is the second volume of previously unpublished photographs from the camera of David Reed, focusing on the electric and diesel traction of the late 1960s and 1970s. The photographs of locomotives and multiple units, none of which remain in regular service, feature a variety of locations. On the Eastern and London Midland Regions they range from the London area to North Wales, Crewe, Carlisle, East Anglia, Bradford, Ilkley, Manchester and Liverpool. Areas of Scotland pictured include the Ayr coast, the far north, Inverness and Perth, and the renowned 'Glasgow Blue Trains'. On the Western Region, Paddington, Reading, and the West Country are featured. Many locomotive types no longer in service are pictured and some carry their original green liveries.

**A0179 Going Underground: Birmingham**

**£15.99**



This book takes the reader on a tour of subterranean Birmingham. The stories include the bizarre and sometimes nefarious world beneath the surface of the city. We visit the tunnels built for an underground railway only ever used as air raid shelters, catacombs, closed railway tunnels, a former feeder canal used to bring goods from warehouses, a culvert containing Birmingham city's only river, the old passage to New Street station (said to have been cut through the site of a former Jewish cemetery and once used to store bodies awaiting transportation), a tunnel between a former police station and the law courts walked by many from the city's criminal past and hidden passages created during Birmingham's growth period in the Georgian and Victorian ages, and much more. This fascinating portrait of underground Birmingham will interest all those who know the city.



**A0309 Illinois Railroad****£15.99**

The Midwestern state of Illinois, known as the Prairie State, is not known for its varied topography, but this mostly flat land was indeed very conducive to the construction of railroads. It is located at a place where east meets west as railroads interchange

huge amounts of traffic at Chicago, the railroad capital of the nation. Because it hosts smaller industrial cities and huge agricultural areas in the northern and central parts of the state, combined with coal, petroleum and other natural resources in the south, it's no surprise that today the 'Land of Lincoln' is crisscrossed by 7,151 miles of rail lines. Illinois is also at the centre of the nation's rail network, and an incredible variety of railroad companies can be seen traversing the state. Through a collection of incredible colour photos, Mike Danneman take the reader on a tour of the railroads of Illinois – from Chicago to Chester, and from the tunnel at East Dubuque to the high bridge at Metropolis.

**A0370 Japanese Steam in the 1970s****£15.99**

Though the famous bullet train launched in 1964, many steam engines were still operational in Japan before withdrawal in 1975. These wonders of narrow gauge railway engineering have often gone unappreciated in Western countries, until now. Japan's distinctive four seasons offer the perfect backdrop for the rail photographer, and allowed Yoshi Hashida to capture steam engines working against a variety of gorgeous backdrops and stunning settings, including mountain scenes and coastal views. This book showcases some of his best shots of steam engines hard at work from 1971 to 1975, focused mainly on Western Japan.

**A0472 Line by Line: Yorkshire****£15.99**

Line by Line: Yorkshire is a pictorial guide to the county's railway, showcasing a collection of images captured over several decades. A celebration of both beautiful scenery and elegant engineering, it documents a variety of interesting rail traffic and will appeal to both local enthusiasts and those further afield. Featuring previously unpublished images that pay testament to Neil Gibson's keen eye for a great shot, this is terrific record of the railways of Yorkshire.

**A080X Railways and British Empire****Australasia and Beyond****£15.99**

Long before Brexit, the Common Market and even the Commonwealth, Britannia truly did rule the waves. Perhaps more unsung is the fact that she also ruled the rails over much of the world, for Britain's engineers effectively exported the Industrial Revolution and specifically the railway around the globe. This was especially true in that forerunner of the Commonwealth, the British Empire. In those parts of the world that were coloured pink on schoolroom maps, the rapidly expanding colonial railways were supplied by British companies like Neilson Reid, Bagnall, Kitson, Cravens and Cammell-

Laird. This book tells the story of the expansion of the railways of the British Empire in Australasia and other areas beyond the Indian subcontinent and Africa, featuring stunning photographs, contemporary maps, posters, travel brochures and extracts from other interesting documents.

**A1009 Railways of Derbyshire****£15.99**

Derbyshire is a county of contrasts and the development of the railways reflect this. In the limestone country in the west the LNWR held sway with its railways from Ashbourne and Cromford to Buxton involved in the extraction of limestone.

Meanwhile in the east of the county no fewer than four different companies fought over the lucrative business of coal carrying in the huge North Midlands Coalfield. From the historic railway town of Derby, the Midland Railway had routes south to London, west to Birmingham and north to Sheffield. In the north of the county was the MR's Hope Valley route, which included two of the longest tunnels in Britain. Further north still was the Great Central's Woodhead route carving its way through the gritstone. No fewer than six railway companies were represented in the county, including the Great Northern penetrating from the east, the North Staffordshire in the south-west and the Lancashire, Derbyshire and East Coast Railway with its transversal Chesterfield-Lincoln line.

**A9890 Railways of the East Midlands****£15.99**

Rich in both ironstone and coal, the East Midlands historically enjoyed an intensive network of railways linking its major towns and cities, many of which are still in place.

This book takes a journey throughout the region, from Northampton in the south to the Peak District in the north. It shows in colour how the railways changed from the dying embers of the steam age in 1965 to a time when Britain's new railway was taking over twenty years later. Author John Evans lived in various East Midlands locations throughout that period; this is his tribute to an underrated area whose busy railways served industry, urbanity and lovely countryside.

**A9844 Rainhill Men: Railway Pioneers****£15.99**

The Rainhill Trials of October 1829 were a defining moment in history, establishing the steam locomotive as the motive-power of the railways for more than a century. Much has been said about Rocket, Novelty, and Sans Pareil, but what of the pioneering engineers who built them? George and Robert Stephenson are well known names in the canon of railway history, Henry Booth (who designed Rocket's boiler) was the world's first railway manager and was instrumental in the adoption of Greenwich Mean Time. Timothy Hackworth, the Methodist engineer from Shildon, established his own engineering firm, which built some of the first locomotives to run in Russia. Although his locomotive Novelty was a failure, John Ericsson found fame as the designer of the USS Monitor. This book seeks to explore the social history of the Rainhill Trials: who these engineers were and the times they lived and worked in.

**All these books due shortly. To order phone 01457 861508**

## A108X Renewing Britain's Railways- Cumbria to Tyneside

£15.99



Gordon D Webster's latest title examines the renewal, and revival, of railways in the north of England. In 2020, the Covid-19 pandemic changed the role of train travel in Britain forever. Gone were the swarms of rush-hour commuters to the city and the tourist season was dealt a very swift blow. New trains and new franchises signalled a new era on the East and West Coast main lines, only for trains to run empty as an emergency timetable took hold. Across the Pennines, the famous Settle & Carlisle line was devoid of its usual summer charter traffic, though 'Staycation Express' loco-hauled services proved a success. This photographic collection looks at the rails of the north before and after the pandemic in all their scenic glory. It also covers the heritage steam railways, which faced their biggest ever challenge during this extraordinary period in history.

## A9772 The Era of Rail Blue

£15.99



Return to the era when rail blue ruled supreme on the railways of Britain, when a wide variety of British-built trains operated from the highlands of Scotland, through the now vanished industrial north and midlands, through the Welsh valleys, across the suburban networks of the south east and through the picturesque West Country. In the dying days of British steam, the British Rail Design Research Unit in the 1960s introduced a modern new blue livery for diesel and electric locomotives, blue and grey for coaching stock, blue for suburban stock and the now iconic double-arrow symbol. Having lived through this lost era, Mark Jamieson provides a nostalgic and affectionate pictorial record of British Rail during the rail blue years. Over 100 quality colour images, many never seen before, and with detailed captions, provide the reader with a comprehensive record, spanning from the distant time when the livery ruled the rails.

## A0652 The Wear & Derwent Railway

£15.99



The Stockton & Darlington Railway Company's take-over of half of the 1834 Stanhope & Tyne route, under the guise of the Wear & Derwent Junction Railway, saw the most interesting period in the history of this part of the line. The route, which ran from the limestone quarries above Stanhope to Consett, was now joined to the Stockton & Darlington Railway's network, and the new operators wasted no time in converting the line to locomotive working where possible, building deviations to the original route to get rid of rope-hauled incline working and instead use the distinctive double-tender heavy goods locomotives. This work culminated with the opening of the 150 foot high Hownes Gill Viaduct and the Burnhill deviation. This book covers the history of the line from 1845, detailing the drastic transformation of the line so that it could serve the mighty ironworks at Consett. It features a wide variety of historic and modern images.

## A1015 Trains in the Southern Region- The Late 1960s and 1970s

£15.99



In this volume of previously unpublished photographs, David Reed takes the reader on a journey around the Southern Region. The Waterloo-Bournemouth and Weymouth line features with Woking, Basingstoke and the New Forest, together with the south coast 'Coastway' route between Portsmouth, Brighton and Hastings, including a brief hop over to the Isle of Wight. There are also photographs taken on the Waterloo-Reading line, and the Alton-Winchester and Swanage lines before they closed. A variety of elderly 1930s and at the time modern 1960s electric locomotives, electric trains and diesel multiple units and locos are pictured in various liveries, none of which remain in service.

## A0263 Trains Through Nuneaton

£15.99



Nuneaton, the largest town in Warwickshire, sits on an important railway crossroads in the Midlands. At its Trent Valley station, the busy West Coast Main Line heads broadly north to south with the important link between Birmingham and Leicester crossing east to west. An equally important line heads south east from the town, through Coventry and Leamington Spa, carrying local passengers as well as an important freight link with the docks at Southampton. This line to Coventry and beyond has had a chequered past and was one of many victims of the Beeching Axe before, fortunately, reopening to passengers in the late 1980s. The author has spent many thousands of hours watching and photographing rail movements through Nuneaton station. This publication takes a look at the considerable variety of both passenger and freight traffic on offer to the enthusiast, ranging from the everyday to the unexpected.

## CAPITAL TRANSPORT PUBLISHING

### CA461 An Alphabet for the Underground £19.95 Sep



Transport for London's corporate identity is one of the most familiar and recognisable in the world. The bar & circle device and, in particular, Edward Johnston's exceptionally clear lettering have been in use for over 100 years and have come to symbolise London itself. In order to put Johnston's work in context, historian and transport professional Mike Horne had to make a deep study of the development of printing from the introduction of moveable type to today's electronic typesetting. In this, his last published work, he examines the technical merits of Johnston's alphabet designs and corrects some common misconceptions. What were the qualities that distinguished Johnston's lettering when introduced in 1916, and are they still valid today? Are Transport for London's signs and posters still fit for purpose? This thought-provoking book provides some unexpected answers.

**CA464 London Underground****Station Encyclopaedia****£50.00 Oct**

In our largest book ever, the leading expert on London Underground stations provides histories and details of every one of the 272 stations served by the Underground. In its 416 large pages, you will find all significant dates for each one, station descriptions and over 1000 colour photographs showing key design features. A delight to look through from cover to cover, it is also a valuable reference work for finding key facts on any of the stations.

**CRECY****CR144 abc British Locomotives****Winter 1967 Combined****£13.50**

The latest reissue in the series is *abc British Rail Locomotives Combined Volume 1967*. Two years before in 1965, there had been 3,000 steam locos on BR's books. But such was the remorseless march of diesel and electric traction, by the end of 1967, this had shrunk to a mere 361; 307 of LMS origin, 2 ex LNER locos and only 52 out of the 999 BR Standard locos built. This is also the first of the *abc* reprints which uses the term 'British Rail' in its title, that having been introduced in 1965. The focus of the 1967 *abc Combined* is therefore firmly on diesel and electric motive power with new locos being added all the time and almost all of the early Modernisation Plan types still in service.

**CR992 Railway Breakdown Cranes Vol 2****£35.00**

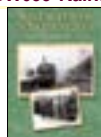
First published in 2013 to critical acclaim, *Railway Breakdown Cranes Volume 2* details the larger breakdown cranes of 36 tons capacity and above that were used by various railway companies as well as British Railways. Also included are cranes operated by the Ministry of Supply. As with the other two volumes in this series, Peter Tatlow, a now retired professional engineer, describes the types of cranes covered in great detail supplemented by his expert scale drawings. Information contained within includes the make up the cranes, their technical details, weights, sizes and other relevant information and just as importantly, many illustrations of cranes at work in a variety of situations. This is a reissue of a book which will enable those who did not get a chance to buy it first time out, to complete the three book series which has become the definitive reference source on British railway cranes.

**CR249 Southern Way Issue 58****£14.95**

The *Southern Way* continues to be the definitive journal for all those interested in the history and heritage of the Southern Railway and the Southern Region of British Railways. Edited by Kevin Robertson, whose many publications on the railways of the south of England are well known to SR enthusiasts, each volume contains a series of authoritative articles on a fascinating range of topics, copiously illustrated with a wealth of photographs.

**CR145 Steam in the Blood-****A Railwayman's Journey 1941-1982****£9.99**

Unlike many of his fellow managers, Dick was a rail enthusiast at heart and never lost his passion for locomotives and their crews. He considered himself first and foremost a 'people person' and estimated he had worked during his career with more than 25,000 men and women, many of whom became close friends and remained so for many years afterwards. After retirement in 1982, he made a major contribution to the continuance of main line steam train operations across the network. This book is a welcome reissue of two of his autobiographical volumes outlining aspects of his illustrious railway career, *Steam in the Blood* and *Railways in the Blood*. These have been out of print for some years and their reissue in this competitively priced paperback edition, will bring the life and times of this remarkable railwayman to the attention of a new audience.

**CROWOOD PRESS LTD****CW033 Railways of East Anglia- A History****£20.00**

The railways of East Anglia have a long and complex history, and this book provides a broad overview of the subject. Beginning with the earliest horse tramroads of Essex and continuing up to the privatized railway of the present day, it includes the tribulations of the early pioneer companies and the ongoing narrative of consolidation and rationalisation to which the railways were subjected. With over 140 illustrations, including archive photographs and original drawings by the author, this book includes: the Norfolk and Suffolk Rail-Road Company's fraudulent promotion of 1824; how the East Anglian railway network developed amongst bitter rivalries and uneasy truces, including the florid figure of George Hudson and the surprising history of two separate monorails in Essex. Potted narratives of some of the smaller branch lines and independent concerns are given along with information on the East Anglian railway companies and their roles during the Wars.

**GOODHALL PUBLICATIONS****GP973 Chapelon Genius of French Steam****£8.99**

The name Andre Chapelon will be known to everyone with an interest in the development of the steam locomotive. In his native France, Chapelon transformed the steam locomotives of various French railways from often mediocre machines into high performers surpassing the capabilities of similar machines used in other European countries at the time. He was responsible for both rebuilds as well as new designs. His work was disrupted by World War II, but his importance was reassessed in 1946 with his superb 4-8-4 No 242 A 1 capable of producing a continuous output of 5,500hp, a remarkable achievement. Colonel Roger's book on Andre Chapelon, originally published in 1972, has been difficult to obtain for many years. It remains the best

**All these books due shortly. To order phone 01457 861508**



and most detailed biography of the man and his work. It is both a readable and accessible guide to the life and achievements of a man whom few would disagree was the foremost steam locomotive engineer the world has ever seen.

## GREAT NORTHERN BOOKS

**GN724 North East Steam 1948-1968 £19.99 Sep**



Once the industrial heartland of Britain, North East England had a bustling network of railways. Whether on the East Coast Main Line, local branches or industrial tracks, there was much of interest. Over 200 colour and black-and-white photographs are presented here at a number of locations across the area, such as: Bishop Auckland, Darlington, Durham, Gateshead, Middlesbrough, Newcastle, Sunderland, and Stockton. The highly-evocative scenes have been captured by several well-known photographers at stations, sheds, workshops and the lineside. Many of the classes associated with the North East are included: Gresley A3, A4, D49, V2; Peppercorn A1 and K1; Thompson B1; Raven Q6 and Q7; Worsdell J27; War Department 'Austerity'; British Railways 9F. Several industrial locomotives are seen at work at places such as Ashington Colliery, Lambton Colliery, Pallion Shipyard, etc. Coupled with interesting and informative captions, North East Steam presents a vibrant, though sadly long-lost era of British history.

**GN723 The Last Years of London Steam £19.99 Sep**



The heart of the British railway system was London. Traffic was drawn and dispersed to places in Scotland, Wales, Ireland and all over England, not forgetting the intense suburban services for commuters. The Last Years of London Steam celebrates the years 1948-1967 when steam still ruled in the capital using over 200 high-quality colour and black-and-white images. Many of the 'Big Four' companies' designs are featured: Great Western Railway; London Midland & Scottish Railway; London & North Eastern Railway; Southern Railway. In addition, there are survivors from before Grouping which were still employed, as well as the Standard Classes of British Railways. London Transport also used steam locomotives to the early 1970s and examples are included in this collection.

## GRESLEY BOOKS

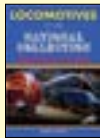
**GB861 History of the Great Central Railway £16.99 2023**



The Great Central Railway is the only double track preserved steam railway in the world and its main focus is on the hugely popular modern day line running between Loughborough and Leicester North. Author Robin Jones, editor of Heritage Railway magazine, uses an incredible collection of images from Britain's top railway photographers to showcase the very best of preserved steam running in an authentic setting. History has its place too with the formation of the original Great Central

Railway, built in 1899 to connect the cities of Manchester, Sheffield and London, being explained and examined. Preservation sites set up elsewhere on the former Great Central line are also detailed including those at Buckinghamshire Railway Centre, Elsecar Heritage Railway and Dinting Railway Centre in Glossop.

**GB857 Locos of the National Collection £16.99 2023**



Legendary steam railway locomotives such as Flying Scotsman, Mallard, Stephenson's Rocket and City of Truro have been household names for generations and are now owned by the public. These are the locomotives that not only shaped global transport history but steered the evolution of the modern world, shrinking continents and making rapid transit between one-time faraway places an everyday occurrence affordable to all. The National Collection was amassed largely in the face of modernisation of the British railway network, when the introduction of diesel and electric locomotives in the Fifties led to the mass withdrawal and scrapping of many classic steam locomotive types. Officialdom decreed that examples should be preserved for posterity thus creating a fantastic legacy of locomotives big and small for future generations to relish. This book, written by Heritage Railway magazine editor, Robin Jones, looks at both the big named engines and the lesser-known workhorses, all with their own stories to tell.

**GB864 Steaming Over North Yorks Moors £16.99 2023**



Steaming Over the North Yorkshire Moors is the story of the North Yorkshire Moors Railway, a pinnacle of the rail preservation movement. Author Robin Jones, editor of Heritage Railway magazine, tells the story of how the line began in 1836 as Rocket inventor George Stephenson's Whitby & Pickering Railway, its conversion to a steam railway and its years under the London & North Eastern Railway and British Railways before its closure by Dr Beeching, with the accompanying protests. The line would later be saved by volunteers and reopened step by step. Eventually, in a ground-breaking move, services were extended back over the main line to Whitby. Today the line regularly receives upwards of 350,000 visitors a year from across the UK, and indeed the world. This book features the story of the line's locomotives, the flagship being A4 streamlined Pacific No. 60007 Sir Nigel Gresley, which is the British post-war steam speed record holder.

## IRWELL PRESS

**IR246 A Celebration of LNER**

**Gresley A4 Pacifics**

**£28.95**



Full-page shots are presented in a landscape format and come with comprehensive captions. The emphasis throughout is on the engines in service and the book has

been arranged in chapters in chronological order starting with the batches of the class as built. The final five chapters show the engines at work from 1935

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onwards on the principal routes where they were used. All engines in the class are covered at least once. When the LNER decided to introduce a high-speed service between London and Newcastle, the public had no inkling of what would appear in September 1935. More engines were built for additional streamlined services and also for general express work, but they will always be noted for their high-speed exploits culminating in MALLARD's world record in 1938. After the WWII, the A4s took some years to regain at least some of their pre-war brilliance, but they enjoyed a final few years at the top after they were all fitted with Kylchap double chimneys in the late 1950s.

#### IR245 Main Line to the South Part 2-

**The Southern Railway Route between St Cross to Eastleigh and Swathling £34.95**



The London and Southampton Railway opened its line in 1840, the first major railway in the south of England, soon to become the London & South Western Railway and eventually in 1923 the Southern Railway. Part Two describes the line through to Eastleigh and beyond to Swathling. It deals in great detail with all facets of the construction, opening and operation of the line over the many decades. Every archive, contemporary account or historical description has been thoroughly excavated and presented as part of the narrative. A central pillar of Part Two is the operating centre at Eastleigh, including the Carriage and Wagon Works, the Locomotive Works and the vast locomotive running shed. The line gathered frenzied interest in the 1960s as the last steam-worked main line in England until its electrification in July 1967. Today the line between Basingstoke and Southampton carries not only heavy passenger traffic but some of the nation's heaviest freight traffic.

#### IR247 The Joy of Jinties- The 3F 0-6-0Ts of the LMS and BR 1924-1967 Part 2 47340-47459 £19.95



The well-known LMS 'Jinty' 0-6-0Ts originally known as the 'standard shunting tanks' came to number over 400, built over the years 1924-1931. The origin of the name is subject to various theories but is lost in antiquity. The Tri-ang model of a Jinty, the famous 47606, was one of the best selling OO scale toy/models of all time and was often the first engine encountered by small boys who went on to enthuse over locomotives and railways for the rest of their lives. The new Jinties flooded across the LMS and through to the middle 1960s could be found labouring daily; pilots at the great stations, from Euston to New Street to Preston to Carlisle, or pottering in remote sidings. There was an endless variety of trip workings and local freights, am-bling the length of a branch or collecting and delivering wagons. They long survived the onset of diesel shunters and were extinguished in 1967. Lest the Jinty be remembered only as a 'shunter' it can be noted that plenty of passenger work came their way at first.

#### KEY PUBLISHING

**KJ2001 Canadian Pacific in the Rockies £15.99**



The Canadian Pacific Railway was built to unite all the Canadian Provinces with a transcontinental line running from the Atlantic to the Pacific. Many obstacles were encountered during construction including the Rocky Mountains, a formidable range of mountains in Western Alberta and Eastern British Columbia. Illustrated with unique photographs, this book covers the line from Exshaw, where it first encounters the Rockies, to Golden and the other Canadian Pacific line, south of Alberta, which traverses Crowsnest Pass. The variety of traffic found on these lines is shown against a backdrop of stunning scenery that is encountered along the line.

#### MICHAEL JOSEPH

**MJ620 British Rail- A New History £30.00**



From its creation after WWII, through its fifty-year lifetime, British Rail was an innovative powerhouse that transformed our transport system. Uniting disparate lines into a highly competent organisation - heralding 'The Age of the Train' - and, for a time, providing one of the fastest regular rail services in the world. Born into post-war austerity, traumatised, impoverished and exploited by a hostile press, the state-owned railway was dismissed as a dinosaur unable to evolve, and swept away by a government hellbent on selling it off. Now, award-winning writer Christian Wolmar provides a new perspective on national loss in a time of privatisation.

#### PEN & SWORD

**P1917 BR Swindon Type 1 0-6-0s Diesel**

**Hydrolic Locomotives Class 14 £30.00**



In 1957 the Western Region of BR identified a need for 400 Type 1 diesel locos for short-haul freight duties but it was 1964 before the first was introduced. General-purpose Type 1s were being delivered elsewhere but WR management regarded these as too expensive for their requirements. After completion of design work on the 'Western' locomotives, Swindon turned to creating a 'no-frills' Type 1. At 65% of the cost of the Bo-Bo alternative, the Swindon 0-6-0 represented a better fit for the trip-freight niche. Since 1957 the privatised road-haulage industry had decimated BR's wagon-load sector; whilst the 1962 Transport Act released BR from its financially-debilitating public-service obligations, the damage had been done, and the Beeching Plan focused on closing unprofitable routes and services. Continuing traffic losses resulted in the class becoming redundant by 1969. Fortuitously, a demand for high-powered diesels on the larger industrial systems saw the bulk finding employment for a further 20 years.

## P8650 Britain's Railways Through the Seasons- Iconic Scenes of Trains & Architecture £35.00



The four seasons pass by like a gliding ship, each signalled by a transformation of changing colours and hues of light, thus providing a form of marker to these passages of time. Living in the temperate zone we experience four distinct seasons.

The railway scene reflects such in its own special character- cold winter air enhances the bountiful steam escaping from the hissing steam locomotive impatiently awaiting its departure, while autumn enchants with trees that exude a variety of hues which embellish any image of even the most mundane suburban train. Springtime blossom and wild flowers bestow railway cuttings with a bounty of generous bright colours while coastal railways often look most inviting on warm sunny days as they pass alongside azure seas and golden beaches. The seasons each add their own dimension for the photographer to encapsulate, and railways passing through the ever-changing landscape provide their own tribute to this inspirational tapestry.

## P9574 German Express Steam Locos £35.00



In this book, the author defines the express steam locomotive on the basis of the mandatory criterion of large drive wheels and studies its evolution from around 1850 to the last refinements made around 1960, with many wrong turns and great successes along the way. This highly illustrated work features over 6,000 German express steam locomotives, including the oldest, the 1A1 and the Crampton; the largest, the Prussian S3; the fastest, the Reichsbahn-05; arguably the most successful, the Bavarian S3/6; and the most powerful, the Bundesbahn's oil-fired three-cylinder 01.

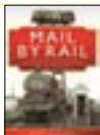
## P9530 Great Western Castle Class 4-6-0 Locomotives 1923-1959 £40.00 Oct



The Great Western Castles were one of the most successful locomotive designs of the 20th century in terms of both performance and efficiency. Designed by Charles Collett in 1923, based on the

1907 Churchward Star' class, 155 were constructed almost continuously, apart from the war years, between 1923 and 1950, in addition to fifteen rebuilt Stars' and one rebuilt from the Great Bear pacific. Many were modernised with increased superheat and double-chimneys in the late 1950s and the class continued to be the mainstay of all Western Region express passenger services to the West Country, South Wales, Gloucestershire, Herefordshire and the West Midlands until replaced by the WR diesel hydraulic fleet in the early 1960s. This book covers their design in a chapter written by Bob Meanley, who masterminded the restoration at Tyseley Works of the Castles Earl of Mount Edgcumbe and Clun Castle, and their history, operation and performance from the high speed of the 1930s through to their rejuvenation in the 1950s.

## P7613 Mail by Rail- The Story of the Post Office and the Railways £35.00



Railways have been used for the carriage of mail since 1830, the development of the first travelling post offices following, enabling the Post Office to achieve maximum efficiencies in mail transportation.

As the rail network grew the mail network grew with it, reaching a peak with the dedicated mail trains that ran between London and Aberdeen. The Post Office also turned to railways when it sought a solution to the London traffic that hindered its operations in the Capital, obtaining powers to build its own narrow gauge, automatic underground railway under the streets to connect railway stations and sorting offices. Although construction and completion were delayed by WWI, the Post Office (London) Railway was eventually brought into use. Changing circumstances brought an end to both the travelling post offices and the underground railway but mail is still carried, in bulk, by train and a part of the railway has found a new life as a tourist attraction.

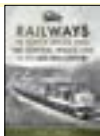
## P9586 Milford Haven & Neyland Branches £25.00



Part of the West Wales Railways series, this book starts at Clarboston Road, covers the oil-rich town of Milford Haven, where oil refineries were opened mostly in the 1960s in association with the deep-water port, to accommodate super tankers

from the Middle East, though the development of other products and pipelines in the oil world has seen the number of oil terminals there currently reduced to one at Roboston. Neyland was the original West Wales terminus of the GWR, after plans to develop Fishguard were delayed until 1906, and saw several through Passenger and Parcels trains to Paddington until 1963, when through passenger trains between Paddington and West Wales were terminated at Swansea with a DMU service beyond. The Neyland branch from Johnston was closed under the Beeching cuts of 1964, involving the closure of the important Motive Power Depot whose allocation of County Class engines is well illustrated, though the effect of this was largely nullified by the arrival of the diesel age.

## P8654 Railways in South Wales & the Central Wales Line in the Late 20th Century £35.00



In the early 1980s, the author began to visit South Wales on a regular basis to photograph the railway scene. At that time, the collieries and steelworks were generating a lot of rail traffic with Class 37 diesels being the usual motive power.

Passenger trains were in the hands of Class 47s and 37s, while 'Peaks' and Class 50s would also appear on occasion. HSTs, DMUs, Sprinters and Pacers were, of course, also common. As time went on, collieries closed and the coal traffic reduced, but there always something new and interesting. Rugby Internationals at Cardiff regularly produced a number of special trains which arrived from various parts of the country, often bringing interesting motive power to the Welsh capital. The Class 37s were slowly replaced by Class 56s, and



later Class 60s, on many duties in South Wales, but the Rhymney Valley saw Class 37 diesels working passenger trains into the twenty-first century, and on Rugby International days, privately-owned Class 50s were also used on occasion.

**P8699 The Brunels Father and Son £25.00**



Isambard Kingdom Brunel has always been regarded as one of Britain's great heroes and an engineering genius. His father Marc Brunel has not received the same degree of adulation, but this book will show just how important a part Marc played in his son's works and will also look at his own achievements. Marc Brunel arrived in Britain as a refugee from revolutionary France, after a short time working in America. He was a pioneer of mass production technology, when he invented machines for making blocks for sailing ships. He had other inventions to his name, but his greatest achievement was in constructing the very first tunnel under the Thames. Isambard spent his early years working for his father. The famous viaduct that carried the Great Western Railway over the Thames at Maidenhead, for example was based on an earlier design of Marc's. The book not only looks at the successes of two great engineers, but also their failures. It is a celebration of two extraordinary men and their amazing achievements.

**P5490 The Derek Cross Collection: Southern in Transition 1946-1966 £25.00**



Derek Cross was one of a group of outstanding railway photographers, who mostly took pictures during the steam and early modern traction era, 1950s and 1960s. David Cross his son, has inherited his extensive collection of black & white and colour material, which has many unpublished images. This book covers the Southern from the last days of the Southern Railway through to British Railways days in the mid-1960s, when steam was on the way out. This is the first book that covers the Derek Cross Southern photographs, which date from the late 1940s through to the end of Southern Region steam and as such, features some very rare locations, unusual liveries and long extinct classes of locomotive. The author has carefully selected some rare and unusual pictures for this volume, which will be of interest and use to both railway historians and modellers.

**P9613 The English Electric Class 37/4 Diesel Locomotives £25.00**



Throughout their working life the fleet members have proved invaluable and capable of powering a variety of services whose history confirms both the locomotives' adaptability and prowess in handling the duties allocated to them. Fred Kerr's book seeks to show this adaptability by detailing the reason for their initial creation and the tasks successfully undertaken once released from their initial roles as support for the shortage of DMU trainsets. The advent of privatisation saw an increased demand for their 'go-anywhere do anything' ability which is also displayed by the range of photographs

that illustrate the wide range of duties performed by class members. Once withdrawn from service some class members were purchased for preservation and, such was their adaptability, that preserved examples were hired by train operators to cover duties that no other class of diesel locomotive was capable of achieving.

**P9058 The Railways of London Docklands- Their History and Development £30.00**



This book provides a comprehensive study of the planning and building of railways in London's Docklands, reflecting on the past 180 years of railway development. It describes the creation of the enclosed working docks at the start of the 19th Century and the introduction of railways in the middle of the century. By the 1970's the decline of the working docks led to a plethora of plans to regenerate the area, but with little agreement on what should be done. The setting up of the London Docklands Development Corporation by the former Secretary of State for the Environment, Lord Heseltine, was a significant landmark, expediting the Canary Wharf development. The book describes in detail the modern railway projects, created to support the subsequent growing employment and population of the area, including the Docklands Light Railway with its multiple extensions, the Jubilee Line extension and Crossrail/Elizabeth Line.

**P2000 St Ives Branch Line- A History £25.00**



In 1963 comic duo Flanders and Swann composed *Slow Train* - a lament for some of the many railway lines proposed for closure by Dr Beeching. Among the destinations listed in their song is the refrain from St Erth to St Ives. Constructed in 1877 as the last broad gauge line to be built in the UK, the St Ives branch did not close in the 1960s and survives to this day - now widely regarded as one of the most scenic railways in Europe. How did it escape closure, and how did it come to be built in the first place? Why did the war departments of the world have their eyes on St Ives in the years before the First World War? How did a town once renowned for the inescapable smell of fish become one of the most popular tourist resorts in the UK? Did the Great Western Railway invent the Cornish Riviera? Containing nearly 100 images, mostly in colour and many never published before, this book sets out to answer these and many more questions.

**P7709 The Victorian Steam Locomotives- It's Design & Development 1804-79 £14.99**



This volume is a reprint of a book designed for engineering students in the mid-Victorian period, it has a good text written in a modern and accessible style and is relevant to modern day enthusiasts restoring or constructing replica or miniature steam locomotives. The book has a good selection of drawings and photographs depicting locomotives of the period from 1804-1879, which complement the historic text. At the time this book was written by two of the leading engineering academics,

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the steam locomotive was regarded as one of the finest examples of advanced engineering and its drivers and firemen were at the forefront of skilled working people.

**P9182 West Coast Main Lines 1957-1963 £35.00**



Throughout its length from London to Glasgow via Crewe and Carlisle, with a loop through the West Midlands and spurs to Holyhead, Liverpool and Manchester, the West Coast Main Line has consistently provided interest for those with more than a passing interest in trains and travel. This book outlines the history of the route, its physical characteristics and sets the scene for the various passenger and goods traffic flows that sustained it; it then details the arrangements for motive power and train working through the era of change that was 1957 to 1963. The book also goes 'behind the scenes' to provide insights into the daily and seasonal challenges of managing that section of a wider railway network, as directed by the varying terms of relevant legislation, and a government increasingly concerned to shape the railways for the changing needs of the public, industry and the economy. The book is illustrated with colour and monochrome images and supported by maps.

## SILVER LINK

**S4592 Dockland, Smokestacks and Slums- In the Shadows of British Industry £35.00 Oct**



This book provides a photographic study of the 19th and early 20th century British industrial scene from its recovery following the Second World War to its decline in

the mid-1980s. This was an era when Britain still led the world in engineering, shipbuilding, merchant shipping, commerce and exports, not to mention international prestige. Most of the photographs date from the 1950s and '60s, and although they show poverty, pollution and often industrial decay, at the same time they have immense nostalgic and aesthetic appeal. They represent a lament for that lost industrial Britain and this might possibly be the only book to extol the aesthetic contribution that those industrial elements made to our townscapes. Much of the late-Victorian industrial architecture was a credit to our townscapes, but most has now disappeared almost without trace, converted, redeveloped and sanitised beyond recognition.

**S4572 More Memories of a Didcot Steam Apprentice- The Home & Work Diary of a Fitter's Mate 1960-1966 £30.00**



The first volume of Pat Kelly's memoirs of his time with British Railways in the early 1960s, Didcot Steam Apprentice, was published in 2008, and found an enthusiastic audience. Since then Pat has felt the need to dig deeper into his memories, and reveal much more detail about his day-to-day life at Didcot shed on BR's Western Region in the dying days of steam, as a young inexperienced 15-year-old thrown into the tough, uncompromising world of working men. His new book, hugely expanded,

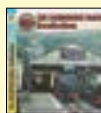
describes in detail some of the perilous and dirty jobs they did on and beneath the steam locomotives, long before the days of 'Health and Safety', and how he perfected his skills at the shed's forge. It also covers daily routines, initiation ceremonies, and his assorted workmates, some friendly, and some whose greatest pleasure was trouble-making and back-biting.

**S4590 Rlymen of the Welsh Valleys Vol 2 £35.00**



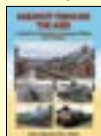
This book, published in two parts, is dedicated to the memories of all those people who once worked for the Great Western Railway in South Wales, at Pontypool Road loco depot, the Eastern Valley and the Vale of Neath railway, as well as to those people who worked in the industries once served by the railway in those locations. In 2016, the UK coal mining industry is extinct, and the future of the steel industry is in doubt. This book serves as a reminder to future generations as to what a fantastic place the South Wales valleys once were for heavy industry and transport infrastructure, and also as a tribute to the pioneering 19th-century railway builders. This is the concluding book of the pair.

**S4586 Railways & Recollections 124 The Fairbourne Railway £10.00 2023**



For part 124 in Silver Link's Recollections series, Author Nigel Adams looks at the Fairbourne Railway which has run from the village of Fairbourne to Penrhyn Point since 1895. 64 pages, landscape, softback, illustrated throughout with photographs and informative captions.

**S4597 Railways Through the Ages- A Selection of Industrial and Passenger Railways Past & Present £25.00 Dec**

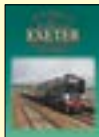


From their early beginnings until today, railways have been an important part of the industrial and commercial fabric of this country with lines running to all major towns and cities providing necessary connections for both freight and passengers. In past decades an abundance of both standard and narrow gauge railways existed, working small branch lines connecting both outlying villages and industrial sites with small private networks. Most have closed, but some have successfully resurrected themselves as heritage railways. However, some industrial sites still have flourishing internal railways that connect to our National Network. Also, railway infrastructure has modernised to reflect the times we live in. It is impossible to include all these railways worthy of mention in this book, but a cross section that the author believe readers will find interesting are disclosed. The book includes a mixture of old and new, standard gauge, narrow gauge, industrial, heritage lines, stations and infrastructure.

**All these books due shortly. To order write to FREEPOST MDS BOOK SALES**

**S5303 The Helston Railway**  
**Past & Present (New Edition) £20.00 Oct 23**


For transport enthusiasts Helston is famous for having the most southerly railway station in the UK, and the starting point of the first railway-operated motor omnibus service in Great Britain, introduced by the GWR in 1903. Although plans for a railway were laid in the 1840s, it was not until May 1887 that the branch from Gwinear Road opened, winding through the Cornish countryside to Helston. In 1898 it was taken over by the GWR to serve the local community. Rumours of closure began to circulate in the early 1960s, and in November 1962 the last passenger train ran. Goods traffic continued for a further two years, then the line was closed and lifted. Happily that was not to be the end of the story as the Helston Railway Preservation Society undertook the task to bring this line back to its former glory. May 2012 marked the 125th anniversary of the opening of the Helston Railway, and the first edition was published to mark that important date. This new expanded 2nd edition brings the story up to date.

**S4474 The Railways of Exeter**  
**A Pictorial Celebration £40.00 Oct**


In this book, the author David Mitchell looks at Railways in and around Exeter. Mitchell looks at each station, including the various developments that have occurred over the years as well as the freight yards and their traffic. He also shows the reader the transition that took place from steam to diesel and the work involved in the 1980s re-signalling. In this book the author uses 150 black & white and colour photographs to celebrate the railways of Exeter and how they have changed over time.

**S4563 Severn Valley Railway Stock Book £12.99 Oct**


Over the years the Severn Valley Railway (SVR) has amassed a magnificent collection of locomotives, carriages, freight wagons and maintenance rolling stock. This volume is the long-awaited new edition, the first to be produced by Silver

Link in association with the SVR, and follows the popular Visitor Guide, recently published and selling fast. Compiled by David C Williams, a founder member and director of the railway, with contributions from fellow SVR volunteers and enthusiasts, this comprehensive volume covers all current stock on the railway and also includes details of many past visiting and resident items. Comprehensive details are provided for each item covered and the illustrations provide ease of recognition. Railway modellers will find the information contained within these pages of particular interest as they seek to extend their collection of rolling stock. The SVR has an extensive collection of carriages spanning many eras of British railway history and can for the most part when required pair the correct locomotive with the correct rolling stock to represent the period desired. Featuring both steam and diesel locomotives, large and small, static, in service or under restoration, this volume is sure to prove popular.

**S4608 Stratford Depot Locomotives**  
**in the Eighties and Nineties £30.00**


Engines from every region could be found at Stratford TMD during the 1980s and 90s – making it an ideal hunting ground for the rail enthusiast. Photographer Roger

Rounce presents a collection of his own images of diesels and electrics from those days when Stratford used any Class 47 to hand for Norwich trains and journeys between Chelmsford and Liverpool Street could just as easily be hauled by an Eastfield Class 47 as one shedded at Stratford. Visiting Class 37s were also used on empty stock and Cambridge trains. Stratford Depot Locomotives includes Class 08s, 31s, 37s and 47s alongside less common classes such as 20, 58, 60, 86 and 87. Details of each locomotive pictured include when it was built, when it was scrapped, names currently and previously held, other numbers carried, historical notes and dates.

*Please note, this book replaces the previously advertised Gresley Books item GB842. This book is considerably larger and contains more pictures and therefore the publishers have decided that the Gresley book has been cancelled and a new ISBN has been issued for this book. It will now come out under the Silver Link imprint and not the Gresley Books imprint.*

**STENLAKE PUBLISHING**
**ST926 Classic Diesel Years**
**Perth to Inverness**
**£11.95**


The first title in this new series looking at Scotland's railways in the years between 1980 and 1993. At the time these perhaps didn't feel like they would ever be described

as the 'Classic Diesel Years' but these were the times when the successors to the steam trains were operating under BR and before Privatisation. In 64 of Tom's own photographs from this era the book shows many of them at work on the 188 rail miles of the scenic Highland Mail Line between the 'Fair City' and the 'Highland Capital'. Locations featured include Pitlochry, Dalwhinnie, Blair Atholl, Aviemore, Newtonmore, Carrbridge, Slouch and many more.

**ST927 Clwyd's Lost Railways**
**£11.95**


Clwyd was created in 1974, comprising the old counties of Denbigh and Flint in North Wales. It's mostly rural, but in the 18th century the main town of 'Wrecsam'

became a centre for coal and limestone mining and the production of iron, steel and bricks. Railways sprang up alongside these in the 19th century, and the book tells their story accompanied by 56 photographs from the steam era and showing many stations now lost. A map shows all the locations. Places featured include Acrefair, Bala Junction, Cynwyd, Hafod Halt, Legacy, Llandrillo, Marchweil, Nannerch, Caerwys, Berwig, Star Crossing and many more.

**All these books due shortly. To order phone 01457 861508**



## ST928 The Scottish Coal Industry

£11.95



To complement his existing five volumes on the main Scottish coalfields, mining expert Guthrie Hutton has produced this compact overview of the Scottish coal industry in this old towns and industries format. As he notes, although coal was once king, in the modern world it's cast as a villain of global warming. But coal made Scotland what it is today and its history cannot be, shouldn't be, erased. Besides the well-known and remembered Lanarkshire, Fife, Lothian, Central and Ayrshire coalfields, the black stuff was got out the ground at various minor unlikely locations - Brora in Sutherland, Rowanburn in Dumfriesshire, Dalquharran in the Girvan Valley and the Argyll Colliery at the southern end of the Kintyre Peninsula. These sites are featured as are many other better-known ones such as Barony, Killoch, Highhouse, Minnivey, Coalburn, Farme, Bedlay, Banknock, Millhall, Kinneil, Kelty, Glencaig, Bowhill, Rothers and Arniston.

## OTHER TRANSPORT

### AMBERLEY PUBLISHING

**A1150 Classic Post-War British Fire Engines £15.99**


In 1973 there were approximately 150 Fire Brigades protecting the United Kingdom – all with their own ideas on how to design and specify fire engines. However, local government reorganisation the following year was about to change that. This book is a unique photographic record by distinguished fire engine photographers John Toomey, who came especially from New York, and Andrew Henry. It documents the amazing diversity of British post-war fire engines. Captions and an expert commentary are provided by the highly respected Fire Brigade author and historian Ron Henderson.

### PEN & SWORD

**P0681 History of the London Underground Map £20.00**


Caroline Roope's wonderfully researched book casts the Underground in a new light, placing the world's most famous transit network and its even more famous map in its wider historical and cultural context, revealing the people not just behind the iconic map, but behind the Underground's artistic and architectural heritage. From pioneers to visionaries, disruptors to dissenters - the Underground has had them all - as well as a constant stream of (often disgruntled) passengers. It is thanks to the legacy of a host of reformers that the Tube and the diagram that finally provided the key to understanding it, have endured as masterpieces of both engineering and design.

## CARS & MOTORING

### AMBERLEY PUBLISHING

**A0484 Silverstone and Formula 1 £15.99**


Silverstone Circuit was converted to a motor racing track from a World War 2 bomber airfield after the war. The first grand prix was held in 1948 and 1950 the British Grand Prix at Silverstone heralded the birth of the Formula 1 World Championship of Drivers. Today, Silverstone has been spectacularly redeveloped, with the new Silverstone Experience Centre offering visitors a high-tech exhibition experience. Silverstone is still the home of the British Grand Prix and has witnessed over 70 years of motor racing, from the early days of Fangio, legendary British racers Moss, Hill, Clark and Stewart, through various changes to the circuit to make it safer, the rivalry of Mansell, Prost and Senna in the 1980s and 90s, to the present-day era. The story is told through historic photographs, many of them showing rare and unusual scenes, to present a portrait of the broad sweep of F1 history at Silverstone. This photographic history of Silverstone and Formula 1 will appeal to motor racing fans everywhere.

### CROWOOD PRESS LTD

**CW051 Austin-Healey Sprite-Complete Story £30.00 Sep**


In May 1958, one of the world's largest motor manufacturers unveiled a diminutive two-seater that would take the world by storm. Small in stature yet able to punch well above its weight, the Austin-Healey Sprite rapidly gained an enthusiastic following among keen drivers, as well as an impressive record in competition. Being neither expensive nor exotic, for many motorists the Sprite opened the door to sports car ownership and, in so doing, its commercial success was almost guaranteed. This book includes: the genesis of the Sprite, from the Austin Seven and pre-war MG Midget, via Donald Healey's Riley- and Nash-engined models, to the Austin A30, A90 Atlantic and Healey Hundred. The development, launch and market reception is covered along with details of the evolution from Mk I to Mk IV, including the Froggye and restyled ADO 41. Rallies, racing and record-breaking details are given as well as information on modifications, special-bodied variants, replicas and buying and restoring a Sprite today.

**CW071 British Ford Cars of the 1960s & 70s £29.95**


The 1960s and 1970s were a pivotal period for Ford in Europe and, seen from a British perspective, were a time of experimentation and exploration. At the start of the 1960s Ford had models aimed at just two market sectors – small family saloons and large family saloons – but by the end of the 1970s they were represented in no fewer than five areas of the market with small hatchbacks, small saloons, medium saloons, sporty coupés and large saloons. And they had overtaken all rivals in Britain to be the best-selling

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manufacturer with (since 1967) the Cortina as the best-selling car. With over 270 photographs, this book details: the Ford company structure, businesses and key locations throughout the two decades; the factors influencing model design, engineering, styling and interior; specification and performance tables; market reception and sales; special editions, models produced overseas and conversions and finally, helpful buying advice for each model.

### MALVERN HOUSE PUBLICATIONS

#### MH180 American Classic Part 1

£5.95



As the Auto Review series works its way through the many American car brands produced by the various groups, some important makes are left as 'orphans'. The main US car-making groups were General Motors, Ford, Chrysler and American

Motors, along with smaller groupings already covered by Auto Review including Studebaker-Packard, Cord Corporation and Kaiser-Frazer. Other attempts to create car-building conglomerates along GM lines included Hare's Motors, Durant Motors and New Era Motors. Described in these pages are 11 classic US car marques; Mercer, Stutz, Marmon, Jordan, Ruxton, Kissel, Moon, Hupmobile, Locomobile, Crane-Simplex and Gardner. Many of these classic US marques fell under the control of one or other of those rickety organisations, and failed in the process.

### PEN & SWORD

#### P1900 Discovering Lost Automobiles and Their Stories

£28.00 Sep



Many enthusiasts dream of finding a Bugatti or a Bentley in a barn or a long disused building. In reality, such finds are more likely to be an Austin 7, Ford Popular or a Mini. This book is stuffed with these so called barn finds. The author has tried

to find out the background to the abandonment and the previous history of the as found car when it was in regular use. Why was it put away and apparently forgotten? Many of the stories have appeared in his Lost and Found column in Classic and Sports Car magazine, but a book gives a chance for the expanded story to be told. The cars featured date from 1900 through till the 1980's, most come from Great Britain and Europe but there are plenty from Australasia and USA. There are well over 200 different cars plus collections featured. Some of the locations are bizarre, a Daimler buried under a rockery, a Porsche sunk in Lake Lucerne, a Rolls-Royce on the roof of a high rise building in Karachi, or a Morris 8 special in a Gloucestershire pond.

## COMMERCIAL VEHICLES

### AMBERLEY PUBLISHING

#### A0800 Lorries in Britain: The 1980s

£15.99



In the 1980s Great Britain had steadily seen an influx of foreign manufacturers, a trend that was to eventually see the demise of all of the major UK makes. However, it was still possible to see lots of interesting vehicles – some companies and individuals remained staunch users of British-built lorries. Quite a few older vehicles could still be seen soldiering on, but as time went on these gradually started to disappear. With a wealth of previously unpublished photos, this volume will bring back some memories of how things used to be.

#### A0742 The London to Brighton Historic

##### Commercial Vehicle Run: 1971-1995

£15.99



The London-Brighton Historic Commercial Vehicle run is one of the premier events in the calendar for preserved commercial vehicle owners and enthusiasts alike. First held in 1962, this annual event has continued to feature every year since. Until 2019 it was traditionally held on the first Sunday in May, with vehicles traveling from London to Brighton where they line up on Marina Drive for judging and prizegiving in the afternoon. There is a rolling minimum age limit of 25 years, but vehicles may date back to the very origins of the internal combustion engine, while steam powered traction engines and wagons are also included. Malcolm Batten first visited Brighton for the Run in 1971, and has been back each year without exception. In this book, some of the highlights of the years 1971 to 1995 are showcased. This period saw the Run sponsored in turn by Foden, Wincanton Transport and then Scania.

## AIRCRAFT

### AMBERLEY PUBLISHING

#### A9870 SAC in the 1980s

£15.99



'Fighter pilots make movies, bomber pilots make history' - or so the bomber pilots say, anyway. Strategic Air Command held a constant nuclear-armed vigil, ready to launch nuclear war at a moment's notice 24 hours a day. SAC was responsible for

two of the three components of the Nuclear Triad – manned strategic bombers and land-based intercontinental ballistic missiles (ICBMs), alongside the Navy's SLBMs. Also responsible for the USAF's strategic reconnaissance aircraft, SAC maintained a large fleet of tankers to support its bombers and spy planes. After a drawdown of strength in the aftermath of the Vietnam War, SAC rebuilt its strength throughout the 1980s as part of a wider revitalisation of the US armed forces under President Reagan. New advanced bombers, tankers and ICBMs joining the fleet and with the promise of new stealth aircraft under development. Take a step inside the day-to-day operations of SAC in the 1980s.

**All these books due shortly. To order phone 01457 861508**

## KEY PUBLISHING

**K7089 Boeing 707- Boeing First Jetliner £15.99**



The first widely used commercial jet, the Boeing 707 brought America into the 'Jet Age' of the late 1950s and created the template for worldwide air travel today. The 707 first flew on 20 December 1957, and less than a year later it made its first commercial flight from New York to Paris. Initially flown mainly by Pan American, the Boeing 707 was soon operated by both domestic and international airlines around the world, and the popularity of the aircraft led to increased development of air-traffic-control systems, airport terminals, runways and airport infrastructure. The 707 remained in production until late 1978, by which time it was too small to handle the increased passenger densities on many routes, and it was retired to make way for more-modern jetliner types. By the end of production, a total of 1,010 aircraft had been built for civil use, though many of these subsequently found their way into military service, and purpose-built military variants remained in production until 1991.

**K2034 Spanish Air Force Aircraft 1939-2021 £15.99 Sep**



The Spanish Air Force was born after the Spanish Civil War, in October 1939. Starting life from the ashes of conflict, it has grown to become one of the most important air forces in Europe. Illustrated with over 200 stunning photographs of

bombers, fighters, reconnaissance, attack, transport, liaison and trainer aircraft, along with seaplanes and helicopters, taken over several decades, this book covers its history and aircraft from inception to the present day. The many aircraft detailed include the Fiat Cr.32, Ju 52 and Bf 109 from the early days through to the A400M Atlas, F-18 Hornet and Eurofighter EF2000 currently flown.

## PEN & SWORD

**P5218 RAF in Camera: 100 Years on Display £50.00**



In July 2018, the nation looked skyward over Buckingham Palace in awe as the Royal Air Force celebrated its first 100 years with a spectacular parade and flypast over London. This event demonstrated a very different perspective of the RAF; well away from its operational commitments. Keith Wilson takes us on a journey through the Royal Air Force's public persona during their 100 year history. All landmark events are referenced in this thorough, well-researched and image-packed publication. As with the three previous releases, this new addition to the In Camera series is sure to be regarded as something of a collector's edition and a real enthusiast's favourite.

## SHIPPING & MARITIME

### AMBERLEY PUBLISHING

**A1075 Irish Sea Ports on the**

**River Mersey and River Dee**

**£15.99**



In this book, Ian Collard uses his collection of rare and previously unpublished images to tell the story of the Irish sea ports located on the River Mersey and River Dee. The history of these ports stretches back hundreds of years. The Mersey Docks & Harbour Board was created in 1857, and a variety of boards and groups have controlled various elements along both the Mersey and Dee ever since. Illustrated profusely throughout, this book tells the fascinating history of these hubs of business and activity.

**A0948 Stena Line**

**£15.99**



The major company in the short-sea passenger and freight business in 2020 is the Swedish Stena Line who operate services to Europe, Scandinavia, and Ireland from United Kingdom ports. The company was founded in 1962 by Sten A.

Olsson in Gothenburg, Sweden, and was one of the first ferry operators in Europe to introduce a computer based reservation system. In the 1980s, Stena took over three other ferry companies and their ships. Various other acquisitions followed, including the Harwich to Hook of Holland route. The company doubled in size in 1990 following its takeover of Sealink British Ferries and Sea Containers. The company became Sealink Stena Line, then Stena Sealink Line, and finally Stena Line (UK). With a wealth of rare and previously unpublished images, Ian Collard celebrates this famous company.

### FERRY PUBLICATIONS

**F6860 Spirit of Adventure and Spirit of Discovery-**

**From Dream to Reality**

**£21.50**



The Spirit of Adventure and her sister ship, the Spirit of Discovery, have the distinction of being the only purposely built medium-sized cruise ships designed exclusively for the British cruise market. Beautifully designed and superbly built, the ships are stunning examples of what can be achieved when you have a company that only wants the best for its guests and brings together the finest British talent in ship construction and interior design. In complete contrast to the mega resort ships that most of those in the cruise industry are introducing, the new Saga Cruises' ships carry less than 1,000 people on each individually tailored itinerary, offering space, comfort and opulent luxury to those who expect more out of their holiday. This book charts the creation of these magnificent ships from their initial conception and construction at the world-famous Meyer Werft Shipyard in Germany, right through to their delivery and spectacular naming ceremonies in the United Kingdom.



## PEN & SWORD

**P1286 HMS London- From Fighting Sail to the Arctic Convoys & Tomorrow Wars £16.99**



The epic story includes: an ill-fated encounter between wooden wall battleships off Chesapeake in 1781 - whose result arguably lost Britain its American colonies; the hell of the Gallipoli landings in the First World War; the disastrous PQ17 convoy of the Second World War; a valiant foray into the teeth of communist Chinese fire during the 1940s Yangtze Incident; leading the British naval task group in Operation Desert Storm; sailing into the Arctic on a mission to end the Cold War at sea as the 1991 hard-liners' coup in Moscow collapsed. This new edition offers enhanced and new imagery in addition to other fresh material, including a young officer's part in the climactic events of the Second World War in East Asia. A new final chapter looks at the next HMS London, which will be a futuristic City Class (Type 26) submarine hunter. It also considers the missions the new London will face amid great power rivalry on the oceans that sees an increasingly volatile face-off between the West and Russia with China.

**P9287 Maritime London- An Historical Journey in Pictures and Words £30.00**



The book looks at London's maritime history from the establishment of Roman Londinium to the present day. It discusses many different aspects of life on the Thames and its connecting waterways and canals. There was a time when the River Thames was the main highway for the city, when watermen plied their trade carrying passengers and goods in a wide variety of craft, ranging from rowing boats to sailing barges. The Thames was also, for many centuries, a major ship building centre, and the story includes the construction of some iconic vessels from Henry VIII's flagship *Henri Grace à Dieu* to Isambard Brunel's great steamship the *SS Great Eastern*. London was the country's most important port. In the days of sail, the Port of London was crowded with vessels and it was not until the nineteenth century that major enclosed docks were built, a process that continued into the early years of the twentieth century. The early 19th century also saw London connected to the rest of England through a network of canals.

**P0949 The Royal Navy in Action- Art from Dreadnaught to Vengeance £30.00**



At the turn of the 19th and 20th Centuries, with the British Empire encompassing the globe, the Royal Navy indisputably ruled the waves. Times change but the magnificence and drama of warships at sea, whether in peace or war, remain an inspiration to artists. This fine book brings together a collection of superb art works which bear witness to the majesty of these mighty ships in action and, at the same time, are a memorial to the dangers, heroism and victories at sea. The reader is treated to a feast of the finest maritime paintings depicting the Royal Navy's

dramatic confrontations of the last 120 years. Masters such as Norman Wilkinson, Richard Eurich and William Wyllie cover the two World Wars. Other works illustrate the crucial role of the Navy in the Falklands War and the latest aircraft carriers are also represented. The author draws on his own naval service experience to describe the background to, and significance of, the ships and conflicts that these paintings so vividly record.

## SEAFORTH PUBLISHING

**P8313 HMS Terror- The Design, Fitting and Voyages of the Polar Discovery Ship £30.00**



This book documents the history, design, modification, and fitting of HMS Terror, one of the world's most successful polar exploration vessels. Part historical narrative and part technical design manual, this book provides, for the first time, a complete account of Terror's unique career, as well as an assessment of her sailing abilities in polar conditions, a record of her design specifications, and a full set of accurate plans of her final 1845 configuration. Based on meticulous historical research, the book details the ship's every bolt and belaying pin, and ends with the discovery and identification of the wreck in 2016, explaining how the successes and ice-worthiness of Terror may have contributed to the Franklin disaster itself. It is an ideal reference for those interested in the Franklin Mystery, in polar exploration, the Royal Navy, and in ship design and modelling.

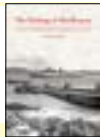
## STENLAKE PUBLISHING

**ST934 Scotland's Canals and Waterways £11.95**



There were not many canals cut in Scotland, but they were magnificent and wonderfully varied in character. The Caledonian Canal is a sea to sea waterway linking Inverness to Fort William and utilising Loch Ness and the Great Glen. The Crinan Canal in Argyll was a short cut for shipping. The Union Canal created a port in the heart of Edinburgh so that Auld Reekie could get coal in cheaper, while the Monkland Canal in Lanarkshire did the same for Glasgow. The Forth & Clyde Canal enabled boats to go to and from Bowling in the west to Falkirk in the heart of Scotland's belt of heavy industry. Many other canals were proposed but never became reality. Others, such as the Dingwall Canal, the Aberdeenshire Canal and the Glasgow, Paisley and Ardrossan Canal had already sunk into obscurity a hundred years ago, overtaken by the railways or other factors leading them into disuse. In this compact overview, the history of Scotland's canals is told and accompanied by evocative old photographs.

**ST897 Making of MacBrayne- A Scottish Transport Monopoly Spanning 3 Centuries £75.00**



Across 500 pages, author Andrew Clark sets out the detailed history of this Scottish company. Spanning three centuries, MacBrayne really is a fascinating transport operation.

**All these books due shortly. To order phone 01457 861508**

## FEATURED PUBLISHER- DTS PUBLISHING

- DTS30 A Country Busman - Corona Coaches £15.95**  
**DT5X2 Bus Journeys Through Malaya £22.00**  
 in the 1950s 2nd Ed



This album takes the form of a series of photographs accompanied by extended captions, together with some introductory text used to set the scene. The bulk of the story, as witnessed by the title, takes place during the period 1953 to 1956 when Mr

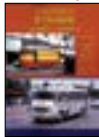
York was stationed in Singapore whilst serving with the Royal Air Force and took place against a background of terrorism which, although by then largely controlled, did restrict the author's perambulations about this verdant. As a postscript, there is a short finale when Mr York returned to his old hunting rounds in the early 1970s and witnessed the changes brought about by the formation of the Federation of Malaysia. The reader is treated to the sight of old buses, as well as two trolleybus systems and two small fleets of double-deckers. Even the local railways get a mention with a few photographs of their own.

- DTS31 ColourScene East Kent & Maidstone & District 1986-97 Vol 2 £20.95**



This book covers the period when the bus companies forming the National Bus Company were to be sold off and de-regulation of bus services taking place. East Kent and Maidstone & District were part of the NBC and this photo album reflects the changes that came about following de-regulation. Quality images with informative captions show the changing liveries and bus types that were to be seen.

- DT5X3 Far East Buses - Bangkok - Part One £21.95**  
 Trams and Buses to 1976



This book holds a summary of tramway development from circa 1894 and illustrates the tramcars in use until the demise of the system in 1968. They are illustrated by many photos, including those in colour taken by Wally Higgins in 1959-

61. Two tram-like suburban light railways are also covered. The coverage of the buses is presented in largely photographic form and is even more profusely illustrated, largely in colour by photos taken by Charlie Sullivan during his days in the US military 1963-65. The White Bus Co. (Nai Lert), which can trace its origins back almost as far as the trams, is featured and its fleet included a number of British-built Leyland Comets and Vikings together with the products of Indian based Ashok-Leyland, as well as those of West Germany, Japan and the USA. The buses of twenty-six other operators are illustrated, including an extensive section devoted to the Transport Co. Ltd., a state-owned operation that operated its iconic orange buses within the Bangkok Municipality.

- DT5X4 Far East Buses - Bangkok - Part Two £23.95**  
 BMTA Era From 1976  
**DT542 Far East Buses - French Indochina- £25.95**  
 Vietnam, Laos and Cambodia

- DT507 Far East Buses - George Town, Penang £27.00**  
 Trams Trolleybuses and Hills Railway  
**DTS02 Far East Buses - Guangzhou (Canton) £25.95**  
**DT503 Far East Buses Trams and Trolleybuses - SHANGHAI from 1908 £27.00**  
**DT504 Far East Buses - Macau 2nd Edition £29.00**  
**DT581 Hong Kong Buses Volume 2 £32.00**  
 Kowloon Motor Bus S/B



This is the second volume in Mike Davis' Hong Kong buses series. In this volume the author uses hundreds of photographs, some black and white, some colour to illustrate the very detailed history given in this book. This book covers the thousands of buses operated by Kowloon Motor Bus Company from 1933 up to 1993, many of which are double-deckers of UK manufacture. There includes detailed captions for all the illustrations and photographs and the fleet lists are also included. This is the soft back edition of this book.

- DTS28 Hong Kong Buses Vol 6 Lantau Island £26.95**  
**DT595 Hong Kong Tramways 100 Years £21.00**  
**DTS23 Bus Fleets on the Portuguese Islands of Madeira and the Azores £22.95**  
**DT510 Portuguese Buses Vol 2 £24.95**  
 Cities & Municipalities



This book presents fleetlists of the buses in the 17 Portuguese cities and municipalities where the bus fleets were either wholly or partly publicly owned. It follows the style of the author's previous book, The Bus Fleets of Madeira and The Azores Published after years of meticulous work by the author, these fleetlists represent the most comprehensive and detailed tables ever published of any Portuguese buses and show each bus with its full rebuilding or rebodding history. Much of the data has been sourced from official archives.

- DT5X8 Portuguese Buses Vol 3 £27.95**  
 The Bus Fleets Of The RN 1975-1995  
**DT5X1 Portuguese Buses Vol 4 £28.95**  
 The Bus Fleets Of The RN Successor  
**DT5X9 Portuguese Buses Vol 5 Major Portuguese Bus Fleet Before Nationalisation £37.95**  
**DT5X7 Routemaster Body Swaps-2014 (Re-issue) £8.95**  
**DTS27 Singapore Buses V2 - Trans-Island Bus Service and Singapore £27.95**  
**DTS26 Singapore Buses Vol 1 Part 2 Double & Single Deck Buses from 1980s- 2005 £24.95**  
**DT501 Singapore Trams Trolleybuses & Buses Vol 2 1970s-1990s £30.00**



This is the second volume looking at Singapore's tram and trolleybus history. In this particular volume the author, FW York, focuses on the period between the 1970s and the end of the 1990s. 202 pages, A4, softback with over 120 photographs, some in colour and some in black and white.

- DT575 Singapore Buses Vol 1 £19.95**  
 Singapore Bus Service P1  
**DT5X6 Southdown Queen Marys-2014 Update £24.95**  
**DT532 Colourscene Snapshot 3 New York Sightseeing Buses £19.95 £12.00**

## BUS & TROLLEYBUSES

### ADAM GORDON

- AG430** Around Brighton by Trolleybus Part 1 £45.00  
**AG421** Around Derby by Trolleybus £45.00  
**AG433** Around Ipswich by Trolleybus £45.00



*The Ipswich trolleybus system once served Ipswich, the county town of Suffolk, England. Opened on 2 September 1923, it gradually replaced the Ipswich tramway network. In this book, author, Colin Barker, takes a detailed look at the history of this town's trolleybus system.*

- AG428** London Transport Country Buses Part 1: South £40.00  
**AG429** London Trolleybus Depots Part 3 £44.00

### ALAN HILEY

- AH883** Trent Motor Traction Buses 1940-1986 £9.95



*This, self-published, A5 book sets out to show the all the vehicles coming into Trent Motor Traction between the years 1940 and 1986. Using never seen before photographs taken by one man's camera, this book illustrates in both black and white and colour this 46-year span of the company.*

### AMBERLEY PUBLISHING

- A0878** A Century of Preston Bus Routes £15.99



*Preston Corporation Tramways began operation of trams in June 1904 which exclusively served the town until 1922. Additional tram routes to Frenchwood and Fulwood had been mooted several times but the latter had been rejected due to the*

*narrowness of the route. Consequently the route to Fulwood was inaugurated on 23 January 1922, using motorbuses. The trams were abandoned between 1932 and 1935 when the routes were converted to motorbus operation. Before the WWII additional bus routes were started to serve new housing developments. Post-war routes were commenced to serve further new housing at Brookfield, Ingol, Larches, Lea, Moor Nook and Ribbleson. A Joint Operating Agreement was entered into with Ribble Motors on 1 January 1948. There were initially 4 routes involved with 3 more being added over the next 25 years. This Agreement continued in diminished form until deregulation in 1986. In more recent times, Rotala Preston Bus has also operated a number of services on behalf of Lancashire County Council.*

- A0512** Australian Buses and Coaches £15.99  
**A7568** Bedford Buses & Coaches £15.99  
**A9141** Bedfordshire Independent Buses £14.99  
**A0672** Birmingham City Transport's Demonstrators £15.99  
**A0679** Birmingham's Crossley Buses £15.99  
**A9585** Bristol RE Buses and Coaches £14.99  
**A0036** British Bus Garages- A Portrait £15.99  
**A9459** British Buses in Colour £15.99  
**A8619** British Independent Buses in the 2000s £14.99  
**A9962** Bus Ancillary Vehicles- The Municipal Support Fleet £15.99  
**A0474** Bus Company Service Vehicles £15.99  
**A0097** Bus Company Training Vehicles £15.99

- A0159** Buses & Coaches in Wales 1980-2001 £15.99  
**A0502** Buses Built Before 1950 £15.99  
**A9191** Buses in All-Over Adverts £14.99  
**A9948** Buses in Greater Manchester in the 1990s £14.99  
**A9551** Buses in Lancashire £15.99  
**A0056** Buses of Malta £15.99  
**A9950** Buses of North Staffordshire £15.99  
**A9569** Buses of Shropshire & Mid Wales £15.99  
**A0454** Buses on the Western Isles £15.99  
**A0736** Buses: Another Life £15.99  
**A9271** Crossville: A National Bus Company £15.99  
**A8547** Diecast Model Buses £15.99  
**A9195** Dublin Buses £14.99  
**A0227** East Lancashire Coachbuilders £15.99  
**A7682** First Western National- Bristol VR Era £15.99  
**A9463** Glory Days: Wallace Arnold £14.99  
**A9579** Golden Miller Buses Inc Cardiff Bluebird £14.99  
**A0938** Greater Manchester Buses 1986-2006 £15.99



*Manchester and its surrounds, such as Bolton, Wigan, Rochdale, Oldham and Stockport, have always been a haven for bus enthusiasts, with a wide variety of operators and liveries to be seen.*

*Deregulation in 1986 changed the scene dramatically with the appearance of numerous independent companies – some of which were short-lived while others survived for many years or were swallowed up by the major national conglomerates such as Arriva, FirstBus and Stagecoach. Added to the mix is the Metrolink tramway system, which continues to grow and now reaches the airport where numerous buses can also be seen. Never failing to fascinate, and a city whose transport continually changes, Manchester is always worthy of a visit and can be recommended to all transport enthusiasts whether their interests are buses, rail or air.*

- A0940** Merseyside Buses 2010-2020 £15.99



*Merseyside is an area with a colourful bus history. Even with the municipal colours long gone and the post-deregulation mix of operators replaced with the dominance of Arriva and Stagecoach, the ten years between 2010 and 2020 are not without their variety. The Merseyside bus network is made up of a mixture of commercial and part or fully tendered routes, which lends itself to an array of vehicle types and operators, some of which no longer trade. In this book Simon Ackers charts the changing vehicles, liveries and operators over that period, looking at how the bus operators have responded to the implementation of DDA requirements, emerging technologies and emissions standards, and improved quality to encourage passenger growth. The author worked in the local bus industry during this time and the photographs are each accompanied by an insightful and detailed caption.*

- A9155** Hong Kong Buses £14.99  
**A9561** Independent Buses of Yorkshire £15.99  
**A0350** Last Years of London's RFs & RTs- North of the Thames £15.99  
**A0354** Last Years of London's RFs & RTs: South of the Thames £15.99  
**A0718** Leyland Atlanteans- Twilight Years £15.99

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A0574	Leyland Buses in Israel	£15.99
A8712	Leyland Double-Decker Buses	£15.99
A9599	Life After Southdown- Former Buses in Service Elsewhere	£15.99
A9065	London Bus Liveries: A Miscellany	£14.99
A0119	London Low-Floor Buses	£14.99
A0044	London Night Buses Since 1984	£15.99
A9388	London Routemasters in the Late 1970s and Early 1980s	£14.99
A0630	London's ALX400 Buses	£15.99
A8758	London's Enviro 400	£14.99
A7887	London's Exiled Buses	£14.99
A0620	London's Plaxton President Buses	£15.99
A7680	London's West End Buses in the 1980s	£14.99
A6798	Midland Red Coaches	£16.99
A0882	Mini Mania- The Rise & Fall of Minibuses 1970s- 1990s	£15.99
A9952	Municipal Transport in Lancashire Since 1974	£15.99
A1361	National Express- A History	£15.99



First appearing in 1972, National Express coaches have become a familiar site on the UK's roads, and are very much a part of popular culture, celebrated in songs and on television. With many former National Express vehicles finding their way into preservation, this book explores the history of this very British brand and celebrates the history and heritage of a British institution. The book co-vers the operations of the business, the evolution of the National Express brand and the development of the fleet, up to the latest Caetano Levante, a vehicle designed to meet the operators very specific requirements for accessibility. Featuring drivers stories and passenger memories, together with detailed images, photographs and designs, this book celebrates 50 years of coaching history.

#### A0606 North East Buses Today £15.99



The North East is a region of great geographic, economic and social contrasts. Peter Tucker presents a fascinating photographic survey of the region's current bus and coach scene. From the urban streets of Billingham, Blyth, Darlington, Philadelphia and Newcastle to the gentler areas of Belford, Edmondsley, Norton and Ryhope, plus everything in between, Peter Tucker has produced a valuable photographic record of the modern bus scene. Featuring Arriva, Go North East and Stagecoach, plus various independent operators including Borders Buses, Scarlet Band and Weardale, full coverage is given to County Durham, Northumberland, Teesside and Tyne and Wear. This book will be of immense interest to bus enthusiasts and those with an interest in the North East.

A9954	North Western Buses	£15.99
A9524	Northern Counties Buses During and after Deregulation	£14.99
A0866	Potteries Motor Traction	£15.99
A9643	Route Branding and Special Liveries on British Buses	£15.99
A0766	Scania Double-Deckers	£15.99
A9147	Scottish Citylink Buses	£15.99
A9352	Showbus- Woburn & Duxford Years	£14.99

A0826	Shuttle Buses- Fleet History 1990-2020	£14.99
A8169	Southampton City Transport Buses	£15.99
A7470	Scania Buses and Coaches	£15.99



From a collaboration with MCW to produce buses in the 1970s through to the powerful luxury coaches of today, Scania vehicles are a familiar sight on the roads of Britain. Known for their levels of reliability, power and style, they are a popular choice for local bus services, as well as high-end coach operations. Covering the period from the start of Scania's entry into the UK market up to the present day, this book gives an overview of all the models to enter the UK market. With a brief description of each chassis type and 180 photographs, most in colour and all with informative captions, it showcases Scania's products in their operating heyday.

A9664	South Wales Buses in the 21st Century- Variety in the Valleys	£14.99
A9605	Southdown Ancillary Vehicles	£15.99
A9968	Southern National Omnibus Company	£16.99
A9167	Stagecoach West Scotland	£14.99
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Philip Wallis visited West and East Yorkshire with his camera in 1962. What he didn't know at the time was that he would capture on film a sector of the bus industry that was about to be lost forever.

The area's two largest independents, Samuel Ledgard and West Riding, would be sold to the nationalised Transport Holding Company within five years. British Electric Traction group companies would be merged with the Transport Holding Company to form the National Bus Company in 1969. Under government directive to create larger operating units, most of the area's municipal operators were destined to be absorbed into massive Passenger Transport Executives in 1974. Rigid standardisation would then become the order of the day. This book illustrates and describes the fascinating range of municipal, company and independent operators that could be seen in West and East Yorkshire 60 years ago. Vehicle variety of the time is highlighted by 20 different makes of bus, trolleybus and coach displayed among the 180 images.

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Following the deregulation of bus services in 1986, West Yorkshire became flooded by small independent operators, some of whom survived while others were swallowed up by larger companies. Only a small handful remain today. The wide variety of liveries and vehicle types will bring memories flooding back, and the wealth of previously unpublished photographs give this book a wide appeal.

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BB342 2022 Go Ahead Bus Handbook £19.75



Published in April 2022, this edition updates the fleets of the Go-Ahead Group. The highlight of this publication is the large number of additional buses purchased during the epidemic and the significant reallocations of buses with Go-South Coast. As usual, many high-quality pictures included. Contents include: Go North East; East Yorkshire; Go North West; Oxford Bus Company; Konectbus; Hedingham; Go-Ahead London; Metrobus; Brighton & Hove; Plymouth Citybus; Go South Coast and Ireland.

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After a pause for Covid, Fawndoon is back with *Twenty Turbulent Years*, a look at the challenges facing the British bus industry in the last two decades of the 20th century. Produced to the same high standards as Fawndoon's previous

books, *Twenty Turbulent Years* features well-researched text and captions by Stewart J Brown and Peter Rowlands along with almost 300 of Peter Rowlands' previously unpublished colour photographs. The book aims to capture the spirit of the period. In 1980 there was a steadily declining number of front-engined half-cab buses in service in Britain and most local bus services were provided by public sector operators - municipal, Passenger Transport Executive, London Transport, National Bus Company and Scottish Bus Group. By 2000 NBC, SBG, LT and the PTE's direct bus operations had vanished and the big players were Arriva, First and Stagecoach. The newest buses were low-floor models offering step-free entry.

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*Although there had been experiments with the use of a new form of transport - the 'trackless tram' (better known as the trolleybus) - during the first decade of the 20th century, it was in June 1911 that Bradford and Leeds became the country's*

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*This book is the second picture album of Alexanders buses and coaches in 1961 and features unpublished views from the period 19 August through to the end of November. The views in this volume, like the first, are in chronological order, starting in Kirkintilloch then to Kilsyth, Larbert, Leven, St Andrews, Dundee, Falkirk, Perth, back to Larbert, Stirling, Bannockburn, Lochgelly with the final views taken in Cowdenbeath. At Larbert depot the views of the ex Plymouth TD4s are probably the last taken before they head for the scrapyard and on the same day the view of RB206 with extensive damage to the roof with its youthful age saving this bus from going to the same scrapyard. There is also a classic posed view of Bedford OB W235 at Riggs Road in Perth, sadly to be sold a little over a year after the view was taken. Enjoy the nostalgia.*

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*The progress of this controversial project is presented year-by-year, route by route, as each bus enters service, with diversions into the many extraneous events that complete the story, such as the overseas trade missions, the development of the LT fleet as an advertising medium, and some of the appearances by individual vehicles outside of the capital. The widespread use of tables adds to the detail of what happened when.*

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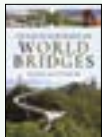
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*Bridges are one of the most important artefacts constructed by man, the structures having had an incalculable effect on the development of trade and civilisation throughout the world. Their construction has led to continuing advances in civil*

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For this book the authors have assembled a rare collection of colour images from photographers in Canada, Germany, Italy, Netherlands, UK and USA. Many of the selected views have come from Online Transport Archive, a UK-based charity, devoted to the conservation and preservation of transport-related images. The book sets out to represent each of the different types of motor car and trailer, both city and interurban, operating after World War II in as many varied locations as possible. The coverage ends in 1978 by which time all the legendary Peter Witts had pantographs and were in the new orange livery whilst the last interurban had also run to Vaprio d'Adda. To reach as wide a readership as possible, the text and captions are in English and Italian.

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LR667 Tramways in Portugal in Colour 1985-2018	£30.00
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Portugal's first-generation electric tramways reached their peak in the 1950s with five systems. They had been introduced over a 20-year period, starting with Porto in 1895,

followed by Lisboa in 1901, Sintra in 1904, Coimbra in 1911 and Braga in 1914. Both Braga and Coimbra closed their tramways in 1963 and 1980 respectively. The Sintra tramway led a chequered life with cutbacks at both ends of its single route as well as changes of ownership and periods when it did not operate at all. Recent investment has ensured that its future is more secure. When the author first encountered Portugal's remaining tramways in 1985 they were looking tired. Since then, he has witnessed their renaissance and the introduction of two totally new systems. In 1960 Portugal had five active tramways; by 1985 there were only three. Today, following the introduction of the Metro do Porto and the Metro Transportes do Sul, the tally has returned to five and the future looks bright for all of them.

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This book takes readers on a spectacular journey across North and Mid-Wales in the thirty-year period from the mid-1950s onwards. In full colour, it features scenic railway main lines and branches; ports,

canals and shipping including the Liverpool & North Wales Steamship Company; cable and electric tramways; all manner of connecting bus and coach services in urban and rural settings; and a few surprises along the way. Highlights include superb views of the trams owned by Llandudno & Colwyn Bay Electric Railway; long-gone branch lines; much-loved locomotive types; very rare colour views of some Crosville bus types; and a remarkable assembly of horse drawn, steam-powered and electrically-operated narrow gauge railways which survived in industrial locations barely changed in well over a century. With the authors drawing on their own early personal memories, this book should evoke nostalgic memories for local residents as well as for those who were fortunate enough to have holidays or arrive as day-trippers.

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In many major German cities, S-Bahn trains complement the purely urban rail systems and at the same time provide a link between the core city and the surrounding region. This book features not only the classic S-Bahn systems in Berlin

and Hamburg, but all the networks which are distinguished with a white S on a green background, plus the various tram-train systems based on the Karlsruhe model (besides Karlsruhe also Chemnitz, Saarbrücken and Kassel), which are operated partly on railway tracks and partly on tramway tracks.

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was one of United States' premier railroads. In its first decade BN had its hands full, paring down duplicate lines and forming a cohesive system from all the predecessor railroads, as well as investing in the explosive growth of Powder River Basin coal shipments. By the early 1980s though, BN had clearly become its own railroad, decked out in uniform Cascade green and black paint. The BN of the 1990s experienced continued growth in intermodal, grain and coal traffic, along with adding more hues to the company colours. With wonderful original photographs, Mike Danneman takes a look at the last dozen years of the Burlington Northern before the merger with Santa Fe to form BNSF in 1995.

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Great Railway Journeys: London to Oxford and London to Cambridge is the fourth in Roger Mason's Great Railway Journeys series. It is a fascinating record of things that can be seen from trains running from London to the two great university cities.

The London to Oxford line includes Brunel's wonderful bridge over the Thames at Maidenhead and the Didcot Railway Centre, which is a living museum of the Great Western Railway. Included here is the story of how the author of a world famous book left the manuscript in a café at Reading Station. He had not kept a copy so he went home and wrote it again. The London to Cambridge line includes Mountfitchet Castle, a fabulous copy of the one that stood on the site shortly after the reign of William the Conqueror. There is also the Eleanor Cross at Waltham Cross, erected by Edward I in the 1290s as a tribute to his late wife, Eleanor of Castile.

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To most people InterCity means the network of trains linking the UK with London, but there is a far more interesting and often overlooked network that avoided London: Cross-country. The North East-South West route of British Rail linked

Newcastle with Plymouth and Cardiff via Birmingham; added to this were the Manchester and Liverpool services that headed for the south coast and the odd train that crossed from one route to the other. Birmingham New Street was the hub for all of these services, with the exception of some services from East Anglia and the East Midlands. Over the years the North East-South West route became cross-country and extended its range well into Scotland. This book illustrates the diverse range of starting points and destinations used. Photos are mainly from the 1970s and 1980s, plus a few from the 1990s prior to privatisation and more standardisation than BR could ever have hoped for.

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No fewer than sixteen pre-grouping companies were represented within Cumbria's borders, seven of these in Carlisle alone. To the east are the great Anglo-Scottish lines of the London and North Western and the Midland. Venturing

across the Pennines were the transversal routes of the North Eastern Railway, from Newcastle to Carlisle, and Darlington to Tebay and Penrith. The Cumbrian coast presents a completely different picture. Here the multiple competing companies were concerned principally with the transport of coal and mineral ores to serve the huge industrial complexes to the west and south. Lines penetrating the interior of the Lake District were the Coniston, Lakeside and Windermere branches and the Cockermouth, Keswick & Penrith Railway that crossed the Lake District from west to east. In the north were the Caledonian and the short-lived Solway Junction Railway, and the North British with the Waverley, Port Carlisle, and Silloth lines. The history and development of each of these lines is described.

**A0269 Rlys of Leicestershire in the 21st Century £15.99**



A quick look at today's map of the county of Leicestershire and it's easy to see that its county town, Leicester, sits at an important railway crossroads. With London to the south and the East Midlands cities of Derby and Nottingham to the north, the line linking St Pancras and Sheffield is crossed in Leicester by one of England's most important east to west link lines. This link provides passenger rail journey opportunities to and from Birmingham to the west and the cities of Peterborough and Cambridge to the east. In addition, it is playing an increasingly important role as a freight route to and from East Anglia, including connecting the UK's largest container port at Felixstowe with a number of terminals across the country. The line between Leicester and Burton on Trent may have lost its passenger service, but it remains an important access route to the quarries in the area around Coalville. In this book John Jackson looks at the variety of traffic at work on the county's main lines.

- A9420 Railways of the Black Country** £14.99
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- A8595 Railways of the Middle East-  
 The British Influence** £14.99
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**A9980 Scottish Steam Album £15.99**



In the 1950s there were still train services to most parts of the country, and steam was everywhere. Many of the locomotive types used in Scotland never ventured south of the border. So from 1952 Brian Morrison set out to record every locomotive class that existed there. This was eventually completed in 1958 when one of the post-Grouping developments of the Caledonian Railway's 439 class 0-4-4Ts was identified in Glasgow St Enoch Station. This highly illustrated album therefore includes at least one example of every type of steam locomotive to be seen in Scotland during the 1950s, except for a couple that were cut very early in the decade. The reader is taken from Edinburgh up the East Coast via Dunfermline and Thornton Junction, then across to Inverness and Kyle of Lochalsh and back through Aviemore, Perth, Stirling and Glasgow to Kilmarnock and Dumfries, with many stops in between.

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- A9034 End of Steam in the N W of England** £14.99
- A9042 The End of the Woodhead Route** £14.99
- A0784 The Epping Ongar Railway** £15.99



The first standard gauge heritage steam railway in Britain, the Bluebell Railway, opened in 1960. Since then, over eighty have opened to the public. While each of these has its individual characteristics, nearly all are former British railways

branch lines or parts of secondary routes, closed either under the Beeching axe or under subsequent cutbacks. The six-mile-long Epping Ongar Railway is different and unique. Despite its location in rural Essex, this was not part of the British Rail network at closure but was an electrified section of the London Underground. Its rundown and closure was a protracted affair spanning twenty-five years. On closure it was earmarked to become a heritage line, but it would be another twenty-five years before it re-opened in its current guise with steam and diesel traction. This book tells its story up to the re-opening in 2012 and of the ten years of progress since then.

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This book forms an appreciation of the diverse variety of signal boxes which are rapidly disappearing from our rail network as they are replaced by digital control centres. It is not intended to be a technical study of signal box equipment or how it

works and should not be treated as such. It contains pictures which may be of signal boxes from the outside, on the inside, or pictures of signal boxes with passing trains, or pictures of trains where a signal box forms part of the scene.

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The infamous 'Beeching Axe' swept away virtually every Scottish branch line in the 1960s. Conventional wisdom viewed these losses as regrettable yet inevitable in an era of growing affluence and rising car ownership. This ground-breaking analysis of Beeching's flawed approach to closures has unearthed strong evidence of a 'stitch-up', the Beeching Report ignored the scope for sensible economies which would have allowed a significant number of axed routes to survive and prosper. David Spaven traces the birth, life and eventual death of Scotland's branch lines, and outlines the controversial closure process through the unique stories of how a dozen routes lost their trains in the 1960s: the lines to Ballachulish, Ballater, Callander, Crail, Crieff, Fraserburgh, Kelso, Kilmacoll, Leven, Peebles, Peterhead and St Andrews. He concludes by exploring a potential renaissance of branch lines,

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The abc Rail Guide has established itself as the comprehensive, detailed, accurate and reliable guide to the railway networks of the United Kingdom. The 2022 edition of this best-selling annual publication has been thoroughly revised and updated and

reverts to its usual release date in March. The book provides the full fleet lists of the Train Operating Companies, open access and freight operators as well as a round-up of new trains, charter operators, rolling stock providers, spot hire and maintenance providers. Stock used by Network Rail and the channel tunnel operators is also listed as are ex-UK locos abroad. Main line preservation groups, depots and maintenance works, heritage lines, preserved locos, main line steam, charter promoters and scrapyards are also all included.

CR969	Acquired Wagons of British Rlys Vol 3	£25.00
CR975	British Rlys Mark 1 & 2 Coaching Stock	£35.00



**CR140 Acquired Wagons of British Rlys Vol 4- General Merchandise Vans & Containers, Special Purpose Vans £25.00**



This latest volume in the series tackles one of the biggest categories of wagons inherited by British Railways on its formation. This encompasses the various types of fully-enclosed vans, both those used for general traffic and for vehicles allocated to specific types of traffic. Also included in this volume are those vehicles used for the beginnings of container traffic, both the special wagons constructed for this and their demountable containers. Two other significant types of wagons are covered in this volume. These are the early fully-enclosed hopper wagons and cattle wagons. The latter had something of a renaissance in the post-WW2 period and continued to be built well into the BR era, with the carriage of livestock not being finally abandoned on the network until 1972.

**CR146 Birmingham & West Midlands Rly Atlas £25.00**



The Atlas covers the entire West Midlands continuous urban area of Birmingham, Walsall, Wolverhampton, West Bromwich, Stourbridge and Dudley. It also features the towns and cities surrounding this core area. This includes Stafford, Lichfield, Tamworth,

Nuneaton, Coventry, Rugby, Leamington Spa, Stratford-upon-Avon, Bromsgrove and Kidderminster. As well as dealing with the complex railway system that served the area, the entire historic passenger tramway network of the region is mapped with opening and closing details provided in an Appendix. This is brought up to date with the current West Midlands Metro system and future extensions to it which have been announced as well as the planned Coventry 'Very Light Rail' system. Intricate and finely drawn mapping shows individual track and platforms for all lines whether open and closed, as well as stations, changes of station name and opening and closing dates, and much, much more.

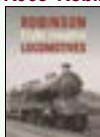
**CR141 British Railways- Station Totem: The Complete Guide £30.00**



This is a second and completely revised edition of a book first published in 2002. There has always been something special about those classic British Railways totem station

signs that no other item of railway memorabilia possesses. They recall a railway system that, for better or worse, was far removed from that of today, when life was simpler and less formulaic, when stations were welcoming locations rather than barrier-laden fortresses, and signage was straightforward but still informative. Totems were deceptively simple in terms of their design and typography but clear, easy to recognise and colour coded for the various BR regions. They found on stations across the network from Penzance to Wick and from Fishguard to Cromer. They told you what you needed to know and no more, they were standardised throughout the railway system, and have rightly earned their place in the ranks of collectible railwayana. This volume is as close as it is likely to get to a definitive one on all aspects of BR totems.

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Starting in 1902 with three 0-8-0s for the Great Central Railway, J G Robinson's heavy freight locomotive fleet grew rapidly as part of General Manager Sam Fay's strategy to rescue the company from financial difficulties. At Grouping, the GCR

passed on 241 well-built, powerful and efficient eight-coupled locomotives to the newly formed London & North Eastern Railway. In a parallel development, the Robinson 2-8-0 was adopted in 1917 as a standard type for the Railway Operating Division of the Royal Engineers. More than 500 were constructed by several manufacturers, over 300 being sent across the Channel to support the British forces in France. This work surveys a large, complex locomotive family that saw service on four continents between 1902 and the early 1970s. It covers the signature 2-8-0s, the original 0-8-0s, the unusual 0-8-4Ts, the 2-8-2T derivatives, Fay's exploration of ten-coupled power, the sad story of the 'might-have-been' Garratt, plus the various modifications and rebuildings.

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The Cumbrian Railways Association has moved slightly outside the geographical boundaries of Cumbria to examine the branch from Lancaster Castle Station to Glasson Dock. From 1883 when the line was opened, the operation of the port was

in many respects a collaboration between the Lancaster Port Commissioners and the LNWR and the relationship between these two bodies is fully explored. The former dealt with all maritime matters, whilst the railway dealt with the loading and unloading of vessels and of course the movement of cargos by rail. In addition to serving the wet dock at Glasson, a siding from the branch served the river quay, situated upstream at Lancaster itself. Written by Dave Richardson, the book covers in detail the origins of the scheme, the construction of the branch and then its operation under the LNWR and its successors. There are also separate chapters on locomotives and passenger rolling stock and on signalling and train control.

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This is the third part in the Manchester to Crewe line, part one originally published by Foxline. This book is a detailed study in text and photographs of the section of main line from Stockport and Wilmslow to Crewe. The book covers Alderley Edge,

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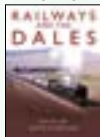


This book is a tale of two halves. It explains how the eleven-mile railway line between Keith Junction and Dufftown in Banffshire avoided complete closure in the British Rail era of the 1960s, 1970s and 1980s; and, when it did finally succumb in 1991,

how it transformed itself into the United Kingdom's most northerly heritage railway. The common thread over 50 years has been the constant struggle for survival. That the railway flourishes in 2022 is due largely to the determination of local people working together to keep their railway alive. This book is dedicated to all those who have contributed to the ultimate success story of The Whisky Line.

## GREAT NORTHERN BOOKS

### GN720 Railways and the Dales £19.99



Since 1967, David Joy has written over 50 books on railways and numerous aspects of the Yorkshire Dales. Gavin Morrison, one of Britain's most experienced railway photographers, has compiled more than 60 books and has gained the highest

reputation for the quality of his work. They decided to celebrate four decades of working together in a book that is both informative and richly illustrated. Gavin first selected more than 150 of his favourite photographs depicting lines serving the Dales. David then wrote an evocative text emphasising how they have changed from the late 1950s through to the present day. The result is a nostalgic and reminiscent depiction of railways in a glorious corner of what has become known as 'God's Own County'. Coverage includes the legendary Settle to Carlisle railway, as well as many other lines ranging from forgotten branches in Nidderdale and Wensleydale through to electrified routes carrying commuters into the heart of Leeds.

### GN721 Scottish Steam 1948-1967 £19.99



This book presents this period using nearly 250 superb colour and black-and-white images. The focus is on the various locomotives serving under BR at this time. These ranged from old pre-Grouping locomotives still in service, to the many

LNER and LMSR designs introduced to modernise the respective motive power stocks after 1923. After Nationalisation, many of the BR Standard Class varieties saw use in Scotland, whilst heavier freight duties were handled by ex-War Department 'Austerity' 2-8-0s that were brought into service under BR from the many war surplus engines. The locomotives have been pictured at locations across Scotland. From the cities of Edinburgh and Glasgow, including their environs, to places on the main lines radiating southward, such as Burnmouth and Beattock. Several sites on the Waverley route are included, in addition to the Ayrshire coast. Northward, Stirling, Alloa, Dundee, Aberdeen, Perth, etc., are featured, as is the West Highland and far north of Scotland - Thurso and Wick.

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GN722	<b>The Glorious Years of the LNER London &amp; North Eastern Railway</b>	<b>£27.50</b>



*The London & North Eastern Railway existed from 1923-1947 and presided over one of the most exiting periods in British railway history. From the non-stop 'Flying Scotsman' to 'Silver Jubilee', 'Coronation' and 'West Riding Limited' streamlined*

*trains, the company was continually innovating and received accolades as a result. The Glorious Years of the LNER explores the period through over 400 superb colour and black-and-white images and informative captions. Divided into several sections, the book looks at locomotives, carriages, agons and road vehicles. Pictures included are taken on main lines from London to Scotland (Edinburgh, Aberdeen, Glasgow), London to Sheffield and Manchester, and London to Ipswich and Norwich, with cross-country routes from Grimsby to Manchester, Cheshire Lines Committee undertakings between Manchester, Liverpool and Chester, as well as the Waverley route from Carlisle to Edinburgh, not forgetting the 'West Highland' line from Glasgow to Fort William and Mallaig.*

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*The railways of Birkenhead have not been well covered but this photographic album looks to redress that imbalance. The Birkenhead Railway, the main line to this port town situated in the north-west corner of the Wirral peninsula, on the west bank*

*of the Mersey and facing across the river to Liverpool, was operated jointly by the London & North Western and Great Western railways from 1860, and then by the London, Midland & Scottish Railway and the GWR after the 1923 Grouping. This joint ownership thus produced a great variety in locomotives, rolling stock and company styles in a comparatively small area. However, being somewhat out on a limb, Birkenhead did not receive the coverage that many other railway centres enjoyed. The members of the Merseyside Railway History Group have scoured many archives and sources to put together this album of pictures, drawing on the work of photographers to provide a comprehensive review of the railways in the Birkenhead area from the 19th century to the present day.*

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*This volume covers the lines of the former London & North Western Railway running southeast from Liverpool Lime Street. In addition to the busy London main line across Runcorn Bridge there are branches to Garston Docks, the industrial towns of Widnes and Warrington, and the route from Widnes towards St Helens. The chronology of their construction may come as a surprise.*

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*The lines east and west of the junction at Haughley provide a fascinating contrast. Westwards, the route was one of the earliest railways in the area and has become a busy artery for long distance freight traffic, while retaining a regular passenger service to important towns. Eastwards, the short-lived Mid Suffolk Light Railway was a latecomer to the railway scene, was never completed, and served only a succession of villages as it ambled across the countryside for some 20 miles. We see activities on both lines over the years, and also look at the preservation centre which recreates much of the atmosphere of the Light Railway.*

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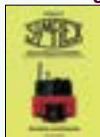
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*This second edition, now in A4 hardback format covers each of the narrow-gauge locomotive types produced by Motor Rail Ltd and its predecessors. It also looks at the locomotive copies made by F C Hibberd and Kent Construction, Margolis and Ralph, and EC Lenning of South Africa. From around 1987, the designs of Simplex Mechanical Handling were continued by Alan Keef Ltd from their site at Lea Line in Gloucestershire. New in this edition; 30 colour photographs of Simplexes at work in industry, in addition to the 87 B&W images; a works number decoder, allowing you to find the Simplex model from a works number, as well as a table of locomotive types with the works numbers for each type. Various other updates have been made, including corrections and additions to surviving narrow gauge Simplex locomotives in the British Isles, and this list now includes locomotives in Ireland. The 38 line drawings now include dimensioned works plate drawings detailing some of the changes which took place over time.*

**NREA**

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*This military railway ran from Cairnryan Junction, Stranraer, to a military harbour at Cairn Point. The name of the line can be abbreviated to CMR. Cairnryan was also known as Military Port number 2. For 6.25 miles from Cairnryan Junction to Cairnryan. The Cairnryan Military Port and Cairnryan Military Railway were built between 1941 and 1943 to provide extra dock space during the second world war. It was felt that this space would be needed if the Glasgow and Liverpool docks were severely bombed. Cairnryan was 'Military Port number 2' and Faslane was 'Military Port number 1'. This book takes a historical look back that the railway before it's closure in 1959.*

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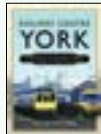


The railway lines of the heavily industrialised Black Country were of considerable commercial importance to the fortunes of the Great Western Railway and its successor, the Western Region of British Railways. Nevertheless, they

received little attention from both photographers of the railway scene and contemporary railway publishers alike. Perhaps understandably, photographers, particularly in the post-war austerity years, chose to eschew the grimy industrial landscape of North West Worcestershire and South East Staffordshire and save their expensive film stock for more idyllic scenery elsewhere. Throughout the period from nationalisation to the ultimate demise of steam it follows the respective former GW routes through the region in a logical manner, depicting the wide variety of the locomotive power employed to haul the diverse traffic generated by the local industry, and the sidings and yards that served it. Coverage is also given to local locomotive running sheds and maintenance facilities.

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The ancient city of York has been closely associated with railways since their conception and promotion by the 'Railway King', George Hudson. The major stabling point of York North shed, coded 50A was home to a diverse collection of steam

locomotives as well as welcoming visiting engines from the wider network. As such it attracted interest from enthusiasts not only of steam power but later on as an important diesel depot, finally closing but later to be reborn as the National Railway Museum. David Mather has brought together a collection of his images which represents York's railway heritage from its earliest days through to the present and which shows the city to be still justified in claiming the title 'Railway Centre'.

## P9605 Railways and Industry on the Brecon & Merthyr £35.00

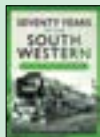


This book, as part of the South Wales Valleys series, deals with the former Brecon & Merthyr Railway line which ran from Bassaleg (north of Newport) to Brecon and Rhymney B&M, the latter line being closed north of New Tredegar in

1930 due to a landslide, one of several in that area. The most important and lucrative traffic was of course coal from the many collieries on the line, much bound for Newport Docks, though there was a regular passenger service both to Brecon and New Tredegar which ran to Rhymney B&M before 1930. At Machen the line diverted to Caerphilly and Pontypridd again with coal and passenger services, mostly covered by auto trains. Each location along all lines in the area is covered in detail with copious photographs to illustrate, and an OS Map from the start of the 20th C. to present a detailed coverage of the area around each location. The line is still open from Bassaleg to Machen Quarry for occasional trains of stone traffic using modern traction and wagons.



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 A Railway Journey £35.00**



The South Western main line is one of the most important railways in the south of England. Colin Boocock spent a significant part of his life living on and researching the history of this centre of railway operations in the South and South West of England. This book looks at the network over the last seventy years, from Nationalisation through to the present day. The system provides a vital link between the South and South West of Britain and London, operating a mixture of commuter services and important main line passenger trains. Throughout the seventy years covered in this book, the South Western network also had significant flows of heavy freight between the capital and Southampton Docks and the West Country. Today there are still frequent, well-loaded container trains from Southampton to the Midlands and the North via Basingstoke and Reading. This volume also covers the transitions from steam traction to diesel and electric in stages from the 1950s through to the late 1980s.

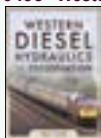
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When British Railways (BR) was privatised in April 1994 a series of passenger franchises was created that included services on both the East Coast Main Line (ECML) and West Coast Main Line (WCML) routes. The WCML franchise was won by Virgin Trains and it quickly set about improving service by introducing a range of standard trainsets to replace the variety of inherited traction fleets. This book seeks to illustrate the period of changes that Virgin Trains initiated from the immediate application of a startling livery to the introduction of new trainsets and the problems of establishing a new timetable to make the most of the new trainsets. The operation of the WCML identified problems with both the nature and structure of the franchise system which were exemplified when the company finally managed to win the ECML franchise although it surrendered the latter when major problems were identified. The company subsequently lost the WCML franchise and its involvement with UK train operations in 2019.

**P0493 Western Diesel Hydraulics in Preservation £25.00**



When BR initiated its Modernization Plan in 1955, its Western Region elected to trial loco designs with hydraulic transmission whilst BR encouraged designs with electric transmission. The Western Region felt the lighter weight of 78 tons for a diesel hydraulic loco producing 2000 hp, compared to an equivalent weight of 132 tons for a diesel electric loco producing 2000 hp, would better meet BR's requirement for a modern loco. Given the smaller number of diesel hydraulic locos and the larger number of diesel electric locos it was little surprise that by the mid-1960s a cost comparison showed that the build and operation of diesel electric locos was cheaper long term. The preservation of redundant locos was slow but once it was confirmed, by the preservation of 'Hymek' Class 35 D7017 in 1975, that public appeals could quickly fund preservation further public appeals followed. In a short space of time 31 locos from a mixed fleet of 358 entered preservation.

- P5059 Worcester Locomotive Shed-  
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**P9572 Whitland to Pembroke Dock £25.00**

This volume covers the section from Whitland to Pembroke Dock, a largely agricultural and holiday line, centring on Tenby and Pembroke. The line was worked by Whitland depot which was a steam sub-shed of Neyland, with its own allocation, mainly of tank engines. These worked the Cardigan and Pembroke Dock branches until the former was closed in the mid-1960s, when the engine shed was closed under dieselization in 1964. The volume of freight traffic was radically affected by the withdrawal of goods sundries and parcels traffic, but especially by the withdrawal of wagon load freight traffic in 1976, which had brought much Animal Feed and Farming traffic to the line. Like much of South Wales, the traffic is now purely passenger with DMUs though Summer Saturdays still sees a through train now with IETs to and from Paddington.

**PLATFORM 5 PUBLISHING****PF189 A Manual for Diesel Locomotive & DMU Drivers £39.95**

Many books have been written on diesel traction, but not since the 1960s has there been an in-depth account of how diesel locomotives and DMUs actually function and what is involved in driving them. This book addresses these and many other topics, including the knowledge required to drive trains safely and effectively, and the attributes that make a good driver. This comprehensive and insightful manual also considers railway rules, route knowledge, preparing locomotives & DMUs, driving trains 'on the road' and the serious matters of traction failures, assisting failed trains and the many incidents that can occur along the way. It provides a fascinating insight into the life of a train driver and will appeal to those who drive trains, aspire to do so, as well as the general rail enthusiast. The author, John Leach, is a fifth-generation railwayman who began his footplate career with British Rail in 1970 and is now a diesel driver and traction inspector at the West Somerset Railway.

- PF197 BR Locos & Coaching Stock Combined '22 £26.95
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Paul King presents the fifth of his books taking a look at the railways of North East Lincolnshire. Part One covered the engine sheds in the area and their allocations. In Part Two, Paul now moved on to look at the stations in North East Lincolnshire with each showing a selection of photographs alongside a potted but informative history as well as numerous other anecdotal information. In Part Three, Paul turned his attention to the docks, shipping and trams that could be found alongside the railway operations on North East Lincolnshire. Part 4, entitled Comforts and Fish, looks at locomotives outside the environs of the loco shed on fish, goods, passenger and excursion traffic. In this part, Paul takes a look at the railways in North Lincolnshire beyond the narrow boundaries set for his previous books. After all, the whole network formed an integral part of rail operation in this particular corner of England.

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in North Wales and runs through a Site of Special Scientific Interest (SSSI), for a distance of 10 miles. The journey is certainly an interesting one, for the railway closely follows course of the River Dee. The spectacular scenery of the Dee Valley can be viewed by the railway's passengers; the landscape is quite varied and largely unspoilt, being punctuated only by the occasional station, lovingly restored to its former glory. The Llangollen Railway Visitor Guide is the ideal companion for a trip along this popular preserved line. The guide takes us station by station along the line and provides the history of the rebuilding of the railway, the facilities on offer, details of the locomotives and rolling stock that has been used on the line and much more.

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This book gives a detailed look at a number of classes of 4-6-0s on the Southern Region during the British Railway's era from 1948 until 1967.

Some of these might be expected but others may surprise some of our readers as they are found firmly within Southern territory, hence this is another volume to delight. Taking a hard and long search through the archives we have compiled a selection of first-class photographs to depict each and every one of the Urie and Maunsell King Arthurs, along with all of the Lord Nelson and Remembrance Classes. In addition, we examine the various varieties of H15 and S15 classes in all of the forms, not forgetting the venerable Class T14 Paddlebox 4-6-0s, all in the post 1948 era. The photographs have been selected to show as many variations as we can possibly find along with a host of liveries worn during the British Railways era including many hybrids, no doubt valuable to anyone modelling the Southern Region.

**SW031 ...Stanier & Ivatt Pacifics £27.95**

This popular series expands further, as we take a detailed look at both the Lizzies and Duchesses in detail during their British Railway's careers from 1948 until 1967. Once again

taking a hard and long search through the archives we have compiled we think a superb selection of first-class photographs to depict each and every one of both classes of Pacifics with hitherto un-published shots almost throughout. Each individual locomotive is depicted at least twice as we take a look at different modifications, duties, liveries etc throughout their British Railways days, not only on their usual stomping grounds on the London Midland and Scottish Regions, but also at work on the Eastern, Western and Southern Regions too.

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Even in today's rationalised railway world, Cumbria, England's most north-westerly county, offers a microcosm of what the iron road does. This variety was all the greater

in the heyday of the railway, shaped by a distinctive geography and major economic forces in the form of mass tourism and concentrated industrial development. Add to the mix a lengthy coastline indented by estuaries and rivers such as the Coniston, Derwent, Duddon, Eden, Esk and Kent, and a strategic position en route from London to Glasgow, and you have a recipe for a glorious railway geography and history. This unashamedly nostalgic album depicts the railways of the county using images primarily never before seen. Commencing at the county town of Carlisle the coverage ranges out clockwise covering the period 1939 to 1970 and from steam through to the early diesels. The famed Settle & Carlisle also naturally features, as well as routes that succumbed to Dr Beeching but are now brought back to life in these pages.

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Although the general perception is that Nigel Gresley's Pacifics were the first new express locomotives to enter traffic with the recently formed London & North Eastern Railway

this was not the case. With the need for additional motive power for secondary main line services the decision was taken to proceed with the well-proven 4-4-0 layout and a design having 6ft 8in diameter driving wheels. The type were constructed in two batches and took names of 'Shire' counties and 'Hunts', the latter generally covering the area served by the LNER. In total 76 examples were built between 1927 and 1935 and although more than capable of operating services allocated, the introduction of Thompson's Class B1 mixed-traffic 4-6-0 locomotives in 1942 saw the D49s gradually lose favour. The first withdrawal came in September 1957, with the last example taken out of service in April 1961. Fortunately, one example, No 62712 Morayshire, survives in preservation on the Bo'ness & Kinneil Railway in Scotland.

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*Packed with the historic, the informative, the unusual and even the bizarre, here are 80 pages of engaging facts accompanied by many more unseen images. Since its launch Western Times has been gratefully received by an audience looking for detail on the GWR and BR(W). In this latest issue don't miss Part 1 of the Dean Singles, Fairfield Crossing, Photographing the GWR, Weed Killing, Bridge Loadings, Warships in Colour, the Signaller's Strange Pet and much, much more.*

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*Launched in 2001, the 2nd generation Mini, produced by BMW, was an instant success. Based on a design brief that it could only be a Mini if the new car remained faithful to its heritage while offering numerous benefits, including*

*increased size, engine power and performance. James Taylor takes a multi-perspective look at the BMW Mini to give the reader a complete view of the many aspects of design, development, engineering and marketing that went into producing a highly successful range of new models under the Mini brand. The book explores how BMW has always been careful to retain the heritage of the original Mini and its variants as it continued to introduce subtle but significant changes to the three-door hatch while expanding its range of models to include the Countryman and Paceman. The book also covers the introduction of new engines and fuel options. Designed by an American for a German motor company but largely built in Oxford, this is a complete picture of one of the most successful cars.*

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In this book, MG Y Type owner and expert Neil Cairns provides the reader with a detailed history of the development of the MG Y as well as descriptions of the different models – the YA, the YT and the YB. Based on his own twenty-five years'

experience of owning and driving an MG Y, the book is packed with advice, hints and tips for buying and owning this classic post-war MG saloon. Although based on a pre-war body design, the MG Y Type was more radical than it looked. It was the first MG with independent front suspension, the first MG with rack and pinion steering and the first with a left-hand drive option. This book covers the development of the XPAG engine as well as other mechanical information covering the gearbox, chassis and rear axle. There is also a chapter on restoration and how to deal with corrosion.

**A1172 North Eastern Motorsport-****A Century of Memories****£15.99**

In this book motorsport broadcaster and journalist Larry Carter presents a selection of memorable motorsport events, competitors, venues and personalities in the region from the 1920s onwards. The circuit at Croft is justly famous, witnessing the early days of stars such as James Hunt, Barry Sheene, Niki Lauda and Wilson Fittipaldi, but the huge variety of motorsports, both cars and bikes, in the region are represented in this book, including circuit racing, rallying, rallycross and trials. The North East has spawned many great racers over the years, both men and women, some of whom died tragically young, such as motorcyclist Ken Redfern and sidecar legend Mac Hobson. Also included are famous clubs such as the Darlington & District Motor Club and lesser-known venues at Catterick military base and Albemarle Barracks. This book is also a tribute to events that have declined or disappeared, grass track racing, sand racing on the Cleveland beaches, hill-climbs, scrambling, speedway and stock car racing.

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Launched in 1949 as the 92 before evolving into the 93, 96 2-stroke and 96V4, this car was in production for thirty-one years. Attracting global admiration and sales, it also excelled in motorsport and by the early 1960s was the most successful rally-car in Europe. A decline in sales in the 1960s was reversed with the launch of the 96V4 which resulted in its success continuing into the 1980s. With over 200 archive and colour photographs, this book provides a new description of the Saab company's original car and includes detailed biographies of important Saab figures and extensive discussion of the engineering and design decisions that made the car such a success. There is

coverage of the original Saab story in North and South America and a comprehensive review of Saab 92, 93, 96, motor sport history. Full technical details and specifications and tuning details are given and finally, there is a chapter on owners' experiences and Saab veteran's recollections.

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AW11 - Car of the Year Japan, 1984-1985; second-generation SW20, with a new 2.0 litre 3S-GTE engine and the third-generation ZZW30/MR2 Roadster. The MR2 in motorsport and special editions and Zagato's VM180 are also covered. With detailed specification guides, archive photos and beautiful new photography, this book is a must for every MR2 owner and sports car enthusiast.

**MALVERN HOUSE PUBLICATIONS****MH178 British Racing Cars 1945-1969****£5.95**

In this publication we look at British-built racing cars from 1945 to 1969. By 'racing cars' we mean single-seat open-wheel racers mainly designed to compete in Formula 1 or F2, F3, Formula Junior etc. There are a few exceptions; some early

post-war racing cars had two seats, so they could be fitted with mudguards and lights to compete in sports car events. And not every Grand Prix car had exposed wheels; Connaught and Vanwall had streamlined racing cars with the wheels enclosed. For most of the period covered here only BRM and Ferrari built their own engines. In the immediate post-war era British contenders used engines by Alta, Bristol and others, until the Coventry-Climax ex-fire pump engine powered successful cars in the 1960s. It is remarkable how many private entrants in F1 in the 50s and 60s drove their own cars in Grands Prix. A new era began in 1968 with the Ford Cosworth DFV engine, enabling teams to compete at a lower cost, but most cars would be constructed to comply with the 1970 F1 regulations.

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Chikuhei Nakajima was an engineer officer with the Japanese Navy who became interested in aviation and set up as an aircraft manufacturer in the 1920s. His company became the second biggest supplier of warplanes in Japan during

WWII. After the war aircraft production was forbidden, and the company was dissolved. The remaining entity was renamed Fuji Sangyo, which produced Rabbit scooters, followed by the Subaru 360 Kei-car in 1958 and the Sambar light commercial vehicle in 1961. Encouraged by their US distributor, Subaru made 'proper' cars from 1966 with the Subaru 1000 four-door saloon, the first mass-produced Japanese front-wheel drive car. Subaru became known for its horizontally-opposed engines and four-wheel drive, which brought rally success and subsequent good publicity for the company. Successive models using this world-beating formula included the Leone, Legacy, Impreza, Justy, Outback and Forester. Here we tell the story of Subaru as it entered its second century in existence.

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Road tankers come in many forms, with certain goods very often dictating the type and shape. The transport industry has adapted many innovations over the years and a wide variety of examples have travelled on our roads over the years –

powder tanks, tanks for liquids, and even specialised tanks for the carriage of a plethora of goods from live eels to animal feed, cement, plastic pellets and more. All of the images in this book were captured by the author over a number of years. They document an important part of our transport history and will delight enthusiasts and modellers alike.

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Here we have the story of Shelvoke & Drewry (S&D), a company which found a profitable niche in the commercial vehicle market. This was due initially to the inventive genius of its co-founder James

Drewry, who designed the Freighter commercial vehicle, which found favour for municipal bodywork, where S&D became a market leader. We also look at the two firms with which James was associated before he went into partnership with Harry Shelvoke. These two predecessor companies were Drewry and Lacre. In addition, we also take the opportunity to look at some other companies involved with municipal vehicles; our coverage is by no means exhaustive, and could never be, in our modest number of pages. These vehicle types, by various manufacturers, include Refuse Collection Vehicles (RCVs), trade waste disposal vehicles (aka dustcarts), road sweeper-sprinklers (aka water carts) and gully cleaners, as well as the similar cesspit emptiers.

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Edited by Cyril McIntyre, this edition for June and July 2022 covers all the usual bases for anyone interested in the bus industry. There is, as normal, your letters, a look at the archive and some important dates for the diary for the year going forward. Inside

this issue, Ted Gadsby looks at the life and work of Gordon Stewart Williams and Murdoch Currie reports on two recent outings in his article, 'Touring with the Scottish Branch'. Stephen Morris gives an overview of the OS Midland Branch's visit to Cambridge on St George's Day earlier this year. This 48 page magazine is fully illustrated with full colour photographs as well as some older black & white pictures.

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Operation Chastise, the attack on the dams in the Ruhr valley, is arguably one of the most famous airborne attacks in history. During the night of 16/17 May 1943, 133 men in 19 specially adapted Lancasters set off to attack six dams deep in the heart of Germany. Eight of the bombers, and 56 of the aircrew, did not come home. Three of the aircrew who took part were from the High Peak. Flight Lieutenant Bill Astell, the pilot of ED864 who hailed from Coombs, was killed after flying into electricity pylons on the way to the dams. The navigator in ED924, Sergeant John Nugent, from Stoney Middleton, survived the Dambusters Raid but was killed later in the war. The third High Peak Dambuster, on whom this biography concentrates, is the little-known Sergeant Jack Marriott from Chinley, the flight engineer on Lancaster ED937 during the attack. In this biography, Frank Pleszak explores Jack's life, his RAF service prior to joining 617 Squadron, and then the events leading up to and during Operation Chastise itself.

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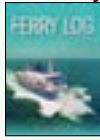
and the United Kingdom. In addition to their successful ferry operations the company have a built a series of passenger and freight vessels over the last sixty years, including the 'E Flexer' ferries which first entered service in 2020. Stena Line employ around 4,500 people and currently operate 37 ferries, 17 ferry routes and carrying some 2.2m passengers per year. This book focuses on the ferry division of company since the Skagen I entered service in mid-sixties to 'E Flexer' vessels on the Irish Sea and the various ships in the series which now operate for other leading ferry operators in Europe.

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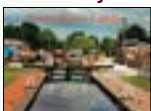
sister ship. Author Bryan Jackson presents a new and unique look at the many circumstances that came together the night of 14 April, 1912 to claim over 1,500 lives and leave Titanic lying in 12,000 feet of water on the bottom of the North Atlantic. Each chapter details how seemingly disconnected pieces served to create a tragedy that remains as significant today as it was over a century ago. They include flawed design decisions, outdated regulations, substandard materials, weather conditions, lookouts left blinded and warnings never acted upon. Perhaps the most fascinating piece is a look at how events in-volving sister ship Olympic would result in Titanic being placed directly on course to meet the iceberg which would sink her.

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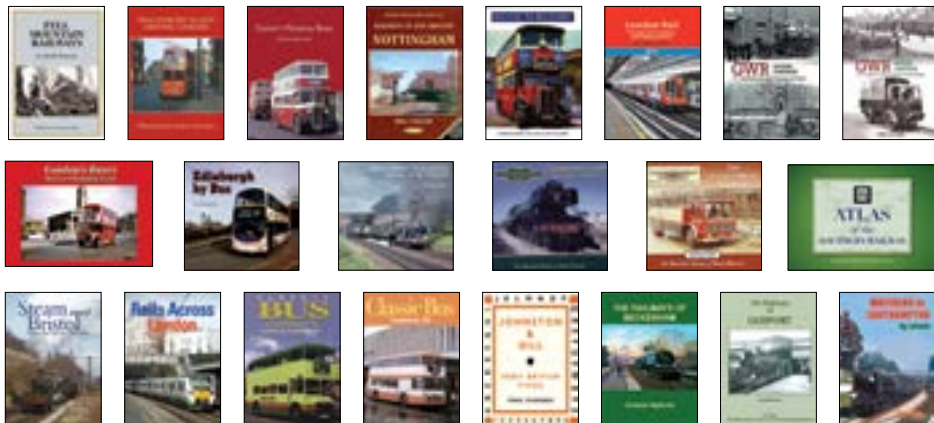
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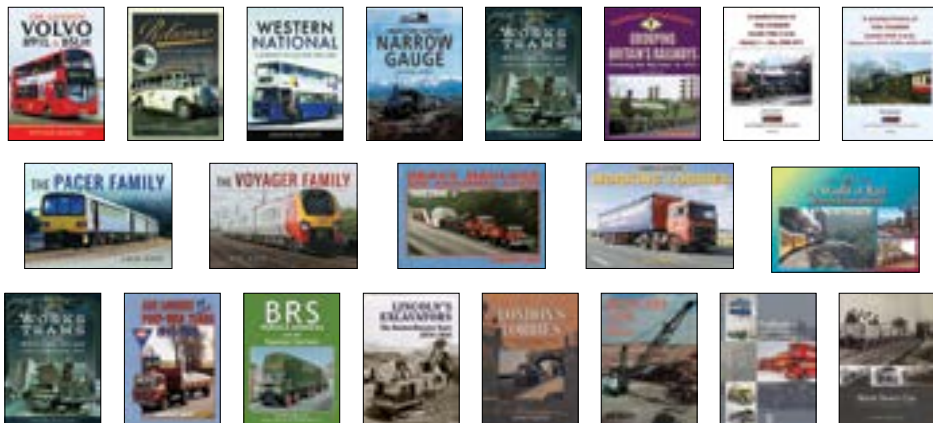
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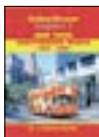
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**VI1808 North East Buses 2021 2-  
Tynemouth, South Shields, Sunderland,  
Chester-le-Street & Durham** £18.00



England's North East region is an absolute gem of an area for the modern day bus enthusiast. The Independent Transport Videos cameras made a visit to the area during 2021 to record the action for you to enjoy. With so much to film we have had

to separate the video footage into three programmes. This, the second in the trilogy, covers an area from Tynemouth on the North East coast along through Wallsend, North Shields, and Whitley Bay. We continue south to South Shields, Sunderland, Chester-Le-Street and Durham. The main operators in this area are similar to those seen in Part One of this programme trilogy. They are Go Ahead with their Go North East fleet (GNE), Arriva North East and Stagecoach with their Stagecoach North East operations. Other operators seen briefly are Nexus (Transport for Tyne & Wear) and J H Coaches of Chester-Le-Street.

**VI1807 North East Buses 2021 1-**

**Newcastle & Gateshead** £18.00



England's North East region is an absolute gem of an area for the modern day bus enthusiast. The Independent Transport Videos cameras made a visit to the area during 2021 to record the action for you to enjoy. With so much to film we have had

to separate the video footage into three programmes! This, the first in the trilogy, covers Newcastle-upon-Tyne and neighbouring Gateshead. The main operators in the area are Go Ahead with their Go North East fleet, Arriva North East and Stagecoach with their Stagecoach North East operations. Other operators seen briefly are Peter Hogg of Jedburgh, A-Line Coaches of Gateshead and buses in the Nexus (Transport for Tyne & Wear) livery.

**VI1806 Buses in Dorset 2017- 2021** £18.00



The county of Dorset on England's south coast is blessed with superb scenery both inland and coastal. The Independent Transport Videos cameras have been out recording both the contemporary and preserved bus and coach scene for you

to enjoy. Filmed over a period from 2017 to 2021 we have recorded the contemporary buses mostly along the coast in the western part of the county in Weymouth, Bridport and Lyme Regis. The 'preserved' filming covers two events that took place in 2021, namely the 'Buses to the Bill' event and the 'Dorchester Running Day'. Starting with the contemporary scene we begin filming in Weymouth in 2017 and 2020 where the main bus operator is First Wessex with other buses running in from Dorset's other main bus operator Go South Coast with their 'Damory' and 'more' branded buses. The locations filmed in Weymouth are The Esplanade, Commercial Road and New Road on Portland.

**VI1805 South East Bus Festival 2019-2022** £18.00



One of the highlights at the start of the year in the Bus Rally calendar is the South East Bus Festival, which takes place annually on the Kent Showground at Detling near Maidstone. The event began in 2011 and the independent transport videos cameras

are no strangers to it. This programme looks at the highlights of the buses and coaches attending the event over the years from 2019 to 2022. There is always a good display of buses and coaches to be inspected by the public in the main display area, with a selection of buses giving rides around the site with stops at the many attractions which include classic cars, commercial vehicles, model steam engines and a lot more. This DVD programme begins in 2019 with just a brief visit. We then jump to the 2021 footage as the 2020 event did not take place due to the pandemic. In 2021 the event took place in October but The 2022 event returned to its usual April timing. Here you'll find all the goings on of the events.

**VI1804 West Midlands Buses Preserved- 3** £18.00



We would like to welcome you to this our third programme featuring preserved buses that served the large West Midlands conurbation. The excellent Transport Museum at Wythall, near Birmingham in the West Midlands, is home to a large

collection of buses and coaches. Throughout the year they put on some excellent events, usually with a theme using their own and other preserved buses invited to participate. This DVD programme filmed during 2021 features three such events. The first one being their 'Spring Bank Holiday' event. This event features some buses and coaches from other parts of the county such as a Royal Blue coach and a former Southdown Leyland Titan TD3 - 970 (AUF 670) on which our cameras take a ride to Old Alcester Road at Maypole, Birmingham. Much of the day's action featuring preserved buses running in service is filmed here.

**VI1803 Go South Coast Buses Across**

**Bournemouth & Poole Area 2021** £18.00



There is a great deal of interest for the bus enthusiast in this area of the country. This part of Dorset and west Hampshire is home to Bournemouth Yellow Buses and the Go-Ahead subsidiary Go South Coast (GSC) of which their 'more' bus operation is the subject of this DVD programme. Before Go-Ahead, it was the management buyout of the former National Bus Company subsidiary Wilts & Dorset, formally Hants & Dorset that was the main company operator in the area. This DVD programme filmed by the Independent Transport Videos cameras reviews the year of 2021 and features a number of locations across the Bournemouth and Poole area.

**VI1802 Cardiff's Buses 2022-  
Electric Special & 'Bendy' Bus Farewell £18.00**


On Friday 14th January 2022 Cardiffbus launched a fleet of 36 Yutong E12 38-seat single-decker electric buses. Painted in smart route-branded liveries - red and green for route 27, red and deep purple for routes 44/45 and orange and light purple for routes 49/50. Others are painted in Cardiffbus' latest two-tone orange livery or in an orange and black livery. We start this special DVD programme with the arrival of this impressive fleet of electric buses as they enter the UK and see them gradually receiving their Cardiffbus branding and see batches of them leaving very early in the morning for their journey to Cardiff. In the second part of this DVD we see the launch of these electric buses in the city centre. The third part of our programme was filmed on Saturday 29th January 2022, the final day of operation of the Cardiffbus 'bendy' buses.

**VI1801 Cardiff & Newport Buses 2021 £18.00**


It is some seven years since the Independent Transport Videos cameras visited South Wales to record the operation of buses in Cardiff, the capital of Wales and neighbouring Newport. A good deal has changed since our visit in 2014 and this is seen in this DVD programme. The main focus during our visit to Cardiff is that of the local operator, Cardiffbus, a bus company still wholly owned by Cardiff City Council. This interesting fleet has a good variety of vehicles for the bus enthusiast. Our filming locations include Duff Street, Castle Street, Westgate Street, St Mary Street, Canal Street, Bute Street and Churchill Way. Other operators captured by our cameras include Adventure Travel, which operate both local and long distance routes in South Wales, First Cymru, and Stagecoach South Wales. To conclude our programme we take a look back in still photographs at Cardiff Corporation and Newport Corporation buses back in 1974, 1975 and 1976.

**VI1800 Edinburgh Buses & Lathalmond  
2021- Electric Special £18.00**


Independent Transport Videos welcome you to this rather special update to our series of DVD programmes that feature the buses of Edinburgh and our visits to the superb Scottish Vintage Bus Museum at Lathalmond in Fife. We have given the title a strap line of 'Electric Special' as it features the batch of four battery-electric powered BYD D8UR-DD double-deckers with Alexander Enviro400City EV bodywork painted in the striking green livery of their sponsor - SP Energy Networks - the company funding the project. Our 2021 visit to the Scottish capital begins at Shandwick Place on a very wet Edinburgh day! Locations covered in this programme include Lothian Road, Princess Street, Western Harbour, Elm Row, Leith Street, York Place, North and South St David Street and concluding at Haymarket. All the action and exhibits on the day are recorded for your enjoyment at this excellent museum.

**VI1799 Glasgow's Buses 2021 £18.00**


The Independent Transport Videos cameras returned to Glasgow during August 2021 to record the bus scene updating our previous 2019 visit. The main operator in the city is First Glasgow, part of the Firstbus group that has five bus garages in and around the city. Other bus operators that serve Glasgow seen in this DVD programme are Stagecoach West Scotland that run some local and inter-urban stage carriage routes as well as longer distance express coach routes. McGill's are also a major player in the city with their smart blue and white buses branded for their network of routes serving places to the west of Glasgow. Other operators seen are West Coast Motors, with some buses branded as Glasgow Citybus, Park's of Hamilton, Stuarts and Caledonian Travel. The DVD is concluded with some cine film taken by Malcolm King in the 1970s where we see buses from the original McGill's company as well as a Western SMT Daimler Fleetline and some buses from A.A. Motor Services Ltd.

**VI1798 Nottingham's Buses 2021 £18.00**


A good deal has happened since Independent Transport Videos last DVD featuring the Buses of Nottingham was produced in 2015. The city of Nottingham and county town of Nottinghamshire operate one of the largest former municipal fleet of buses in the United Kingdom. Still controlled by the council this large modern fleet has a vast amount of interest to the transport enthusiast. Since our filming in 2015 a large fleet (120) of Scania N280 UD - Alexander-Dennis Enviro400 City Bio-Gas double-deckers have entered service. New single-deckers include a fleet of nine Alexander-Dennis Enviro 200MMCs, eight of which are for the Green Line route with one in the new generic livery of silver and teal. This new scheme has been introduced across the fleet for buses that can operate on any route, as the majority of buses are colour coded and route branded with this new style of livery application. Our filming took place over two visits in 2021.

**VI1797 Vectis Bus 100 £18.00**


Welcome to this very special DVD programme celebrating a milestone of bus travel on the Isle of Wight. The Isle of Wight Bus & Coach Museum put on a special event over the weekend of the 9th and 10th of October 2021 to celebrate the 100th anniversary of the first bus service on the Isle of Wight operated by the Vectis Bus Company. The first public bus services began on 24th October 1921. There were three routes and these were Newport (Market Square) to West Cowes (Police Station); West Cowes (Park Gates) to Gurnard (Tinkers Lane); Newport to East Cowes (Ferry Square). A further service from Ryde to Newport was introduced a few weeks later. To celebrate this momentous event the Museum organised a tour of these routes using three special vehicles, 405 (DL 9015), a 1934 Dennis Ace with Harrington B20F bodywork, 216 (FDL 676), a 1949 Bedford OB with a Duple C29F body and 'The Old Girl' 702 (CDL 899) the 1939 Bristol K5G with an ECW O56R body.

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**VI1796 Kingsbridge Vintage Bus Running Day '21 £18.00**

This delightful event organised by the Thames Valley & Great Western Omnibus Trust, in previous years known as the 'Kingsbridge 7" 6" Vintage Bus Running Day' is now in its fourteenth year.

Unfortunately the 2020 event was cancelled due to the on-going coronavirus pandemic. Indeed Covid-19 precautions were in place reducing the number of passengers carried on the buses and coaches at the 2021 event. In previous years the event just featured buses and coaches built to that width due to the narrow lanes, but more recently larger vehicles have joined the ranks of superbly turned out buses and coaches that operate in and around the area of the pretty town of Kingsbridge in Devon on just one Saturday in September. This is the third time the Independent Transport Videos' cameras have attended the event to record the operation of over thirty preserved buses and coaches in action for you to enjoy. There is a wide variety of vehicle types and bus companies represented, as you will see on this programme.

**VI1794 Bournemouth's Yellow Buses****Buster's Adventure****£18.00**

'Buster' is the mascot of Bournemouth's 'Yellow Buses' bus company. The cartoon bear is used in advertising and promotions for the company. This friendly character is used in a number of situations from promoting bus routes, places to visit and telling you what you can get from the 'Yellow Buses' mobile app! A lovely little brochure was produced to promote the Summer Services for 2021 suggesting that 'Adventures Awaits' so the Independent Transport Videos cameraman thought it would be a good idea to take 'Buster' up on his suggestions and film aboard two open-top routes and explore the New Forest!

**VI1795 Bournemouth's Yellow Buses 2021 £18.00**

Bournemouth is situated in Dorset on England's south coast. The local bus company is known as 'Yellow Buses' and is owned locally by the management and continues to wear a yellow livery that has been associated with the town for some 119 years! During 2021 the Independent Transport Videos cameras spent five months travelling around their operating area filming the operations of the bus company for you to enjoy. We have produced the film that will take you on a geographical 'figure of eight' journey around the network. Beginning in central Bournemouth we head west to Poole, then north towards Wimborne, and then through Bearwood and Kinson back to central Bournemouth. The other part of the 'figure of eight' takes us to Boscombe, Christchurch and on to the eastern extremity of New Milton before heading northeast to Ringwood and then returning to central Bournemouth where our tour began.

**VI1793 The 2021 Royal Blue Run****£18.00**

The 2021 Royal Blue Run was organised by the Thames Valley & Great Western Omnibus Trust as it has been for the past twenty years. The event was postponed from 2020 due to the ongoing coronavirus pandemic, as it was intended to celebrate

140 years since the formation of Royal Blue in 1880 and the centenary of the National Omnibus & Transport Company, formed in 1920. The route of the run connected the territories of the successors of National, which were Eastern, Southern, and Western National. Coaches on the 2021 Run began their journey from various locations in Essex including North Weald, Chelmsford and Southend. They continued their journey through Reigate, Guildford, Basingstoke, Southampton, Bournemouth, Weymouth, Dorchester, Bridport and Exeter to Plymouth. They carried on into Cornwall through St Austell, Truro and Newquay. Returning via Barnstaple and Taunton. A total of some 750 miles were covered over four days.

**VI1792 Portsmouth Trolleybuses****£18.00**

In September 1990 the 313 moved to the East Anglia Transport Museum at Carlton Colville for final restoration and re-entered passenger service on Saturday 28th April 2007. It is at this point that our DVD programme begins. The Independent

Transport Videos cameras were in attendance to film the launch of this very special vehicle. Filming began early on the Saturday morning, as 313 was road tested and spruced up ready for the launch to the general public. We hear the speeches and see 313 re-enter passenger service. Our cameras take a ride on 313, filming on both decks so you can soak up the atmosphere of what it was like to travel by trolleybus. The second part of this DVD programme features a cine film taken by Richard Newman of the trolleybuses in service during the final years of operation. The final shots on his film show 313 being towed away from Portsmouth to begin its second life in preservation for us all to enjoy in the 21st century.

**VI1791 London Buses Update****December 2020 Electric Special****£18.00**

The cameras have again been out and about in the capital recording more changes to the contemporary bus scene for you to enjoy. This is the third DVD in the occasional series recording the bus scene in London. In this edition we feature the

ever-increasing use of new electric buses, which are being introduced into London. The latest electric buses seen on this programme are BYD/ADL Enviro200EV single-deckers in 9.7m, 10.2m and 10.9m lengths, BYD/ADL Enviro400EV City double-deckers at 10.9m and Optare MetroDecker EV double-deckers at 10.5m lengths, the latter being seen on route 134 to North Finchley. Operating companies for these electric buses are Go-Ahead's 'London General' and 'London Central' subsidiaries and Metroline. Electric Hybrid buses also now play a big part in London's 'green' credentials and these are seen running with most operators including Arriva, Stagecoach, RATP and Abellio in the programme.

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**VI1790 Wythall Rides October 2020****£18.00**

The Transport Museum at Wythall in the West Midlands is a real cornucopia for the transport enthusiast. Majoring on buses and coaches from the Midlands region of the United Kingdom the museum also has a variety of vehicles from other parts of the UK and on an open day a number of guest buses and coaches arrive for the public to inspect and ride upon. During 2020 the world-wide coronavirus pandemic put a stop to many events and museum openings, but the Transport Museum at Wythall put in a number of safety measures and following government guidelines the Museum opened and during October ran their annual 'Autumn Running Day' on the 4th and on the 25th of the same month, the 'End of Season Twilight Running Day'. The Independent Transport Videos cameras were present at both events and filmed them for you to enjoy.

**VI1789 Tube Trains on the Isle of Wight****£18.00**

This DVD programme takes a look at the former tube trains in action on the Isle of Wight. We begin in the summer of 1989 with archive video shot at various locations along the line. We visit Ryde, Shanklin, Ryde Works, Ryde St Johns Road, Ryde Esplanade, and Ryde Pier Head at various times of the day. This shows the 'Standard Stock' trains in action during their last full summer season. We see some still shots of the '1938 Stock' carriages being unloaded onto the lines in autumn 1989, before our next visit in the summer of 1990 where we see both the 'Standard Stock' and '1939 Stock' running in service together. Filmed at similar locations as the 1989 footage, we also take a ride on 483 001 and 483 002 as well some 'Standard Stock' trains. From 1990 we jump forward 30 years to 2020 and see some of the remaining trains in service. Our programme concludes with some footage filmed on the very last day of service, 3rd January 2021.

**VI1788 Southern Vectis-****Buses on the Isle of Wight****£18.00**

The Independent Transport Videos cameras are no strangers to the Isle of Wight. Indeed, our first UK video programme was filmed on the Island, 'Ride on the Isle of Wight', back in 1999. This current DVD programme looks at the operations of the main bus operator on the Isle of Wight, Southern Vectis. Now part of the GoAhead group this former Tilling Group and National Bus Company (NBC) subsidiary has been operating on the Island since 1929, always in a green livery in some form or other. This DVD contains footage from the years of 1978, 1989, 2013, 2015 and 2020. 1978 represents the NBC years, 1989 the early deregulation years and from 2013 to 2020 the GoAhead years.

**VI1787 Brighton & Hove Buses 2020****£18.00**

Since our cameras last visited Brighton in 2017 to record the bus scene a lot has happened. The most important change is the introduction of a fleet of Alexander Dennis (ADL) Enviro 400ER electric double-deckers. Painted in a smart two-tone teal blue livery the initial batch of thirty vehicles is seen in service on this programme. The Brighton & Hove fleet is part of the GoAhead group and is the main operator in the city and surrounding area with their service 12 operating along the coast as far as Eastbourne. Other operators seen on this programme are Stagecoach South, appearing in Brighton and Stagecoach East Kent seen in the Eastbourne section. Metrobus, another GoAhead subsidiary is also seen operating in Brighton and Compass Bus with their CityBuzz brand. The Big Lemon is also present with their small fleet of electric buses. This DVD was filmed over two visits, in September and October 2020 and takes place mostly in Brighton with a brief visit to Seaford and concludes at Eastbourne.

**VI1785 Atlantean Day Out Portsmouth 262****£18.00**

The City of Portsmouth Passenger Transport Department operated a large fleet of Leyland Atlanteans. The first ones entered service in 1962 and the final batch was delivered in 1975. One such vehicle from the 1972 batch is 262 (VTP 262L), an AN68/1R type with an Alexander H75D body. Thankfully now preserved and in the current ownership of Darren Marshall. It was decided that on Saturday 26th March 2015 262 would take a tour of a number of former 'Corporation' routes. A 'running board' was drawn up by fellow enthusiast Peter J Clark and 262 took to the road with a number of friends and enthusiasts on board, including the independent transport videos cameras.

**VI1783 Buses in Cornwall 2020****£18.00****VI1782 Plymouth's Buses 2020****£18.00****VI1781 Driving the Breezer****£18.00****VI1780 Oxford Buses 2020****£18.00****VI1779 Showbus Flyby 2020****£18.00****VI1778 Bristol Buses 2020****£18.00****VI1777 Buses in Lockdown South Coast****£18.00****VI1776 Crich from the Archives****£18.00****VI1775 Edinburgh Buses & Lathalmond 2019****£18.00****VI1774 Malta's Green Buses- Then & Now****£18.00****VI1773 German Trams 12- Heidelberg, Frankfurt am Main, Mainz, Bonn and Köln 2019****£18.00****VI1772 Cheltenham Gold-****£18.00****Buses of the Cheltenham Festival 2020****£18.00****VI1771 South Yorkshire's Buses-****£18.00****Sheffield & Rotherham 2018-2019****£18.00****VI1770 Buses in Devon 2019****£18.00****VI1769 Luxembourg Trams****£18.00****VI1768 Salsbury Reds 2015-2020****£18.00****VI1767 Glasgow's Buses 2019****£18.00****VI1766 Manchester Metrolink 5****£18.00****VI1765 Sheffield Supertram 2****£18.00****VI1764 Recalling Badgerline****£18.00****Bath & Weston-Super-Mare Then & Now £18.00**

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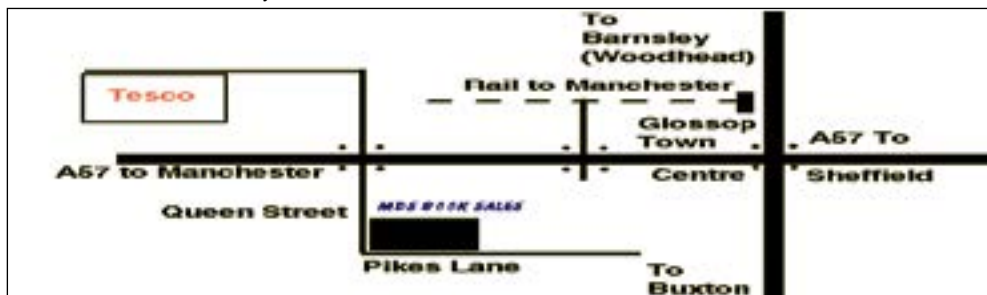
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