

MDS Books

For collectors and enthusiasts

2020 Book News



Welcome to our 2020 Book News. It's hard to believe another year has gone by already and what a challenging year it's been on many fronts.

We finally got the Hallmark book launched at Showbus. The Red & White volume is now out on final proof and we hope to have copies available in time for Santa to drop under your tree this Christmas. Sorry this has taken so long but there have been many hurdles to overcome and it's been a much bigger project than we had anticipated.

Several other long term projects that have been stuck behind Red & White are now close to release and you'll see details of these on the next couple of pages.

Whilst mentioning bigger projects and hurdles to overcome, thank you to everyone who has supported my latest charity fund raiser in aid of the Christie Hospital. The Walk for Life challenge saw me trekking across Greater Manchester to 11 cricket grounds, covering over 160 miles in all weathers, and has so far raised almost £6,000 for the Christie. You can read more about this by clicking on the Christie logo on the website or visiting my Just Giving page www.justgiving.com/fundraising/mark-senior-sue-at-60

Please note our new FREEPOST address is shown below, it's just:

FREEPOST MDS BOOK SALES

You don't need to add anything else, there's no need for a street name or post code. In fact, if you do add something, it will delay the letter or could even mean we don't get it. The old address will no longer be valid from January 2020 and items may be returned to you by the Post Office or delivered to us with a surcharge to pay!

Of course if you're happy to put a stamp on and write to us at Pikes Lane that's fine too!

You are always welcome to call and see us at Pikes Lane. We're open Monday to Friday and there's a map and opening times on page 63. Please check before calling if you're after a specific item to ensure it's on the shelf that day.

The FREEPOST address is obviously only valid in the UK so overseas customers please use the normal Pikes Lane address as shown on page 65.

Have you signed up for our email newsletter yet? We often have small quantities of clearance, secondhand or otherwise reduced titles on offer and our weekly email newsletter is the best way to keep up to date with these offers – as well as getting the latest updates on all titles. Visit our website mdsbooks.co.uk to sign up. Please note as usual we will be closed for holidays over the Christmas break and the last dates for posting prior to Christmas are shown on page 65.

Thanks for your continued support and as ever Good Reading and please let us know if there's anything you like or that we could do better.

Mark Senior

MDS Book Sales

Rallies we are attending 2019/2020

Christmas Transport Market (Museum of Transport Manchester)- 7th & 8th December 2019

Spring Transport Festival (Museum of Transport Manchester)- 28th & 29th March 2020

London Bus Museum Spring Gathering- 5th April 2020

Lincoln Vintage Vehicle Society Open Day- Easter Sunday 12th April 2020

North East Bus Show (Gateshead)- 3rd May 2020

Peak Park Preserved Bus Gathering (Rowsley)- 14th June 2020

Merseyside Transport Trust Open Day (Burscough)- 12th July 2020

Trolleybus Museum at Sandtoft's Summer Gathering- 26th July 2020

52nd Trans Pennine Run (Harrogate)- 2nd August 2020

Buses Festival (Gaydon)- 23rd August 2020

Showbus 2020 (Hertfordshire Showground)- 27th September 2020

Wirral Tram & Bus Show 2019 (Birkenhead)- 4th October 2020

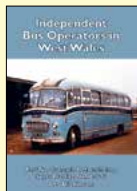
Lincolnshire Vintage Vehicle Society Running Day- 1st November 2020

Christmas Transport Market (Museum of Transport Manchester)- 5th & 6th December 2020

Cover image: BND 870C, A Leyland Panther Cub with Park Royal body seen operating Manchester's City Circle service in 1966. **(STA)**

FORTHCOMING TITLES

SUPER PRESTIGE 40 WEST WALES INDEPENDENTS PART 2

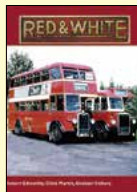


This is the second book covering independent bus operators in West Wales and follows on from the previous volume featuring Cardigan and Newport. In this book, the author, Les Dickinson will attempt to describe the introduction and development of the passenger transport providers of the northern foothills of the Preseli hills. He will focus 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 Llanfymnach and their companies' progression. Softback.

VP487 EXPECTED FEB 2020 ££20

RED & WHITE SERVICES LTD



This book tells the first part of the history of this fascinating family-owned company. The book covers Red & White from its creation right up to its sale to the British Transport Commission (BTC) in 1950. This publication is profusely illustrated with hundreds of pictures of vehicles, tickets and timetables etc. A4 hardback.

VP480 CHRISTMAS 2019 £50

THE TWILIGHT YEARS OF MANCHESTER CORPORATION TRANSPORT DEPARTMENT

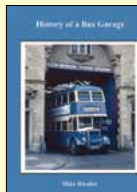


Martin Ford joined Manchester Corporation Transport Department in August 1964 as a junior clerk in the Claims Department, rising up through the ranks as Manchester Corporation Transport passed to SELNEC Passenger Transport Executive in November 1969, and remaining in that same department when SELNEC transferred to Greater Manchester Passenger Transport Executive in 1974 and then to GM Buses Limited to become Litigation Manager by the time in new moved to a similar role at MANWEB in 1990, then going on to form his own accident investigation company dealing with bus accidents on behalf of various clients, but principally for the in-house insurers of Stagecoach. This fascinating insight into Manchester Corporation Transport Department during its final years reveals some of the

interesting inner most workings before they are forever lost in the passing years of change. Illustrated throughout with memories of Martin's time in Manchester and showing a number of behind the scenes incidents.

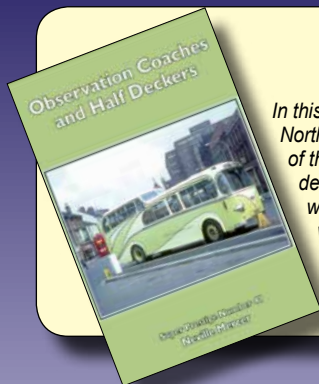
VP489 EXPECTED FEB 2020 £20.00

221 DEEPPDALE ROAD PRESTON - HISTORY OF A BUS GARAGE



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 Rotalla operation.

VP490 EXPECTED FEB 2020 £22.50



OBSERVATION COACHES & HALF-DECKERS

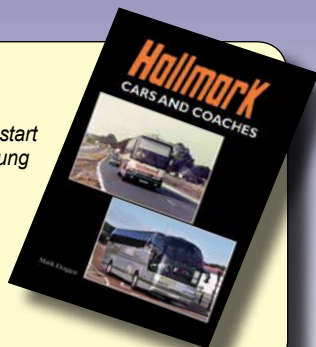
In this book, Neville Mercer tells the story of observation coaches from their origins in North America to the ones which were found on the British roads in the middle years of the 20th century. The few companies which were involved in their manufacture are described in detail, as well as the firms who produced the most familiar examples which served the London stations and airports. This 190 page volume is illustrated with around 300 pictures, including some very rare vehicles.

VP486 £20 IN STOCK NOW

HALLMARK COACHES

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. A4 softback, illustrated in both colour and black & white.

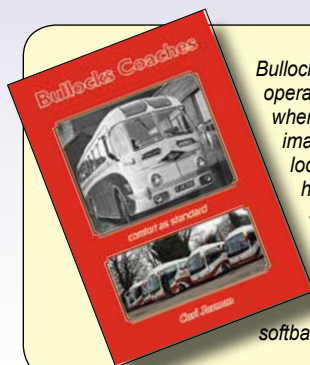
VP484 £20 IN STOCK NOW



BULLOCKS COACHES

Bullocks Coaches of Cheadle in Cheshire has been one of the North West's premier operators for over 90 years. Ralph senior started his business in the early 20s when a chance sighting of undelivered milk churns, due to a rail strike, caught his imagination and so began the Bullock enterprise. Early buses followed quickly for local workmen's commutes as well as day-trips at weekends. Carl Jarman, who has lived in Cheadle all his life, who joined the firm as an apprentice engineer straight out of school helped bring the business to life, as only a local could. Bullocks Coaches is still owned entirely by the Bullock family and their red, maroon and white livery can be seen throughout the UK and even into Europe. Together with two friends, Carl Jarman takes the reader through the history of this unique company from its creation right up to the present day. A4 softback, 80 pages.

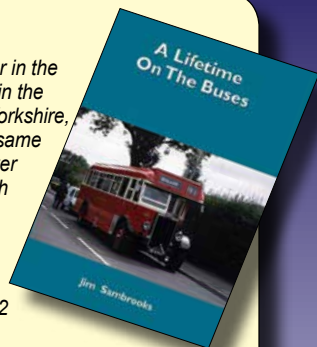
VP407 £20 IN STOCK NOW



A LIFETIME ON THE BUSES

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. 92 pages, softback.

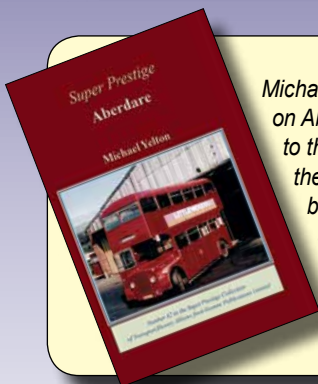
VP406 £20 IN STOCK NOW



PRESTIGE SERIES 42 ABERDARE

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.

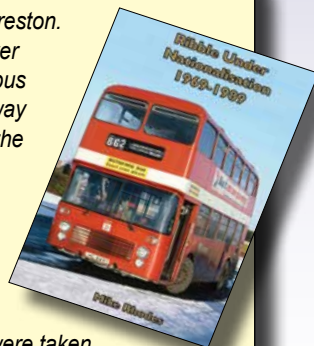
VP485 £16 IN STOCK NOW



RIBBLE UNDER NATIONALISATION

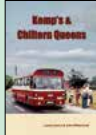
Ribble Motor Services was formed in 1919 with its headquarters based in Preston. During the 1920s and 1930s the company rapidly expanded with the takeover of many smaller operators. The Ribble family grew to be one of the largest bus operators in the country and at its peak its operating area stretched 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 when the Cumbria operations were taken over by Cumberland Motor Services and the Merseyside Operations passed to the North Western Road Car Company in 1986 making it easy pickings for one of the expanding operators to buy out, which is exactly what occurred and eventually Ribble was consigned to history.

VP466 £22.50



VENTURE PUBLICATIONS

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.

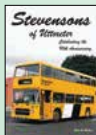
VP475 Volvo Buses & Coaches £34.00 £20.00



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. A4 Case bound, 192 pages.

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 £20.00



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

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

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

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 Ribbles.

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 Publications and focuses on the later part of his working life including time working in Whitehall, Aberdare, Drawlane Leicester and Oldham.

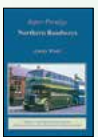
VP472 With the Benefit of Hindsight £20.00 £10.00



Bob Hind spent over 40 years in the bus industry which he entered as a seasonal employee with Crosville before experiencing training with the company at both the smallest as well as the largest depots. A move between NBC companies subsequently found him employed by Midland Red before making the rather unusual transfer to its competitor Leicester City Transport. A return to Merseyside found him undertaking various senior management posts with Arriva, before his retirement with that organisation back in the Midlands. In this intriguing volume, he recounts his story from various aspects of his career and is well illustrated with pictures of both the people and vehicles with whom he worked.

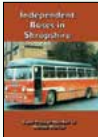
Super Prestige

VP423 ...17 Northern Roadways £14.95 £6.00



Northern Roadways was a Scottish independent operator which is best remembered for its pioneering coach services between central Scotland and the south of England. This book also covers the local services which were provided by an assortment of second-hand double-deckers, most of which are illustrated in this volume. 96 pages softback, 130 black & white photographs.

VP441 ...23 Ind Buses in Shropshire £16.95 £8.00



Neville Mercer, who previously prepared the comprehensive study of *Independent Bus Operation in Staffordshire*, has now produced this companion volume covering the independent operators of Shropshire. Produced in the same

operator by operator style it covers over 30 operators large and small from pioneering days up to de-regulation in 1986.

VP467 ...35 Ind Bus Operators in Western Yorkshire £20.00 £5.00



This volume in Neville Mercer's series on independent bus operators covers the western half of the old West Riding, providing historical accounts and extensive photographic coverage of more than 30 companies which ran stage carriage services before deregulation. The 192 page book, the largest in the series so far, takes the reader from the remote villages of the Yorkshire Dales (where operators such as Alderson, Bounty, Cowgill, Hodder, Laycock, and Pennine eked out a living on the narrow margins of profitability) to the mining towns of the southern West Riding (and independents which operated high frequency inter-urban routes in competition with much larger bus companies and municipal transport departments). Well-known names including Hanson of Huddersfield and Baddeley of Holmfirth feature alongside lesser known enterprises operating in the southern coalfields. If Yorkshire independents are of interest this is a book for you.

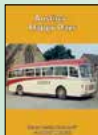
VP468 ...36 Scottish Rebuilt Buses £17.00 £5.00



The end of WWII signalled a difficult period for bus operators. Many had struggled trying to maintain vehicles that were time expired. Parts were in short supply, maintenance had suffered and customary fleet replacement had all but ceased. Some utility bodies were already deteriorating, and older vehicles in some cases could have their lives extended by fitting new bodies to durable chassis or transferring bodies from other vehicles. Original bodies were rebuilt or modified by converting for OMO, or modernising to coach standard. There was an urgent requirement for new buses. Sometimes there was a mismatch between the production of a chassis and the availability of its body, and a suitable pre-war body was

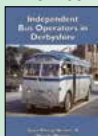
reconditioned and fitted as a temporary measure. The next 20 years saw imaginative conversions carried out as Scottish operators rebuilt and re-bodied buses in order to modernise their fleets.

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.

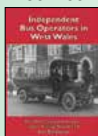
VP478 ...38 Derbyshire Independents £20.00 £10.00



The latest volume in Neville Mercer's series covering independent bus operators takes a look at Derbyshire, and provides complete histories for more than 20 companies which were active in the county between 1950 and 1986. The

operators range from small firms based in Peak District villages to the more substantial enterprises in the south and industrial north of the county which competed head-on with the likes of Midland General, Midland Red, and Trent. Well-known operators such as Booth & Fisher, Hulley of Baslow, and Silver Service find themselves alongside more obscure names including the Derby on a Friday operators which brought a flotilla of Bedford OBs to the county town on a weekly basis.

VP483 ...39 West Wales Independents £20 £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.

VPL56 What's That New Mark £2.75 £1.00



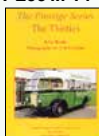
This book explains the new motor vehicle registration system which was brought in in 2001 in the UK. It includes a brief history of the old system and details of the new style registrations.

This publication also contains tables that show to which offices the new codes are allocated.

Prestige Series

VPL53 ... 14 The Thirties

£8.95 £4.00



The 1930s saw perhaps the most change in the British passenger transport industry until the rear-engined, driver-only-operated revolution of more recent times. There were solid-tired vehicles without roofs in front-line

service. G J Rackham, had introduced the revolutionary Leyland Titan and Tiger ranges, and then the AEC Regal, Regent and Renown. This was the era of enormous expansion in express services between the nation's towns and cities, and in the luxury touring and private hire market. GHF Atkins, was on hand throughout the thirties, recording a superlative series of portraits of the best and most interesting of the buses and coaches to be seen and he took the bulk of approximately 100 pictures in this 64-page book. Others have come from the renowned Senior Transport Archive and other sources.

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, and will bring to the attention of bus enthusiasts everywhere the fortunes of The Eden.

VP459 Manchester Metrolink Handbook £9.95 £5.00

VP462 UK & Ireland Tram & Light Rail

Systems 3rd Edition £6.00 £3.00

VP463 Trolleybus Museum at Sandtoft

Fleet Handbook 2nd Edition £8.00 £5.00

VP464 Crich Tramcar

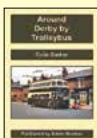
Rollingstock Book 2nd Edition £9.00 £5.00

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BUS & TROLLEYBUS BOOKS

ADAM GORDON

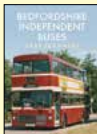
AG421 Around Derby by Trolleybus £45.00



This book describes the Derby trolleybus system route by route in numerical order. A4, hardback 196 pages, illustrated with photographs throughout, many in colour.

AMBERLEY PUBLISHING

A9141 Bedfordshire Independent Buses £14.99



Although one of England's smallest counties the smaller operators in Bedfordshire contain some very interesting vehicles. For many years they were mostly employed private hires and contract work, nowadays the majority of their income comes from school contracts and tendered contracts for the local councils, with some commercial work. The vast majority of the vehicles operated were new elsewhere and have been acquired for less demanding work. Two operators also have services along the new Luton Busway. Private hires and coaching now takes a back seat, with some operators no longer undertaking this type of work. Luton Airport provides an additional source of interest. Colour photography is used throughout, recording the scene from the 1980s onwards, including some names no longer around.

A9459 British Buses in Colour £14.99



The buses on Britain's roads went through a period of great change between 1950 and 1986. In 1950 the bus manufacturers were at last recovering from the effects of the Second World War, and had new and innovative designs to offer. By the time bus services were deregulated in 1986, buses were very different, longer, wider, more powerful and often with rear engines, and the industry had changed dramatically, with changes of ownership affecting nearly every major operator. This book uses 150 colour photographs to tell the story of the buses that served Britain between 1950 and 1986 and traces the progression from the time-served pre-war buses that survived well into the 1950s, through the early underfloor-engined single-deckers; the lightweight era; the rear-engined double-deckers; the often unsuccessful rear-engined single-deckers; through to the types that could be seen on the streets in the 1990s. This book was originally published in hardback in 1996 and is now available for the first time in paperback.

A8619 British Ind Buses in the 2000s £14.99 Feb

Roaring through the millennium into the twenty-first century we find the Transport Act 2000 that allows for increased cooperation between local authorities and operators, something that had not been allowed previously under competition legislation. Increasingly

through the 2000s local authorities and county councils are taking responsibility for funding local bus services. The vehicles in use are changing as more and more operators invest in accessible buses. By the beginning of 2008, towards the end of the period covered by this book, 58% of the UK bus fleet is low-floor. Again, we see the demise of some well-known operators, the takeover of some by the bus big groups, and, on the plus side, the rise in importance of others. Illustrated with previously unpublished images, this volume portrays the vehicles in use with independent companies through the first decade of the twenty-first century.

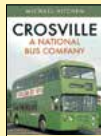
A9191 Buses in All-Over Adverts £14.99 Nov



Advertising on public transport in the UK has been common practice since the early days of the horse drawn bus. Vehicle sides were a good means of advertisers' products being seen across cities and towns and brought in much

needed income to operators. The traditional side and rear ads became more ambitious over the years, not just for commercial products but for bus company route promotions too. In the 1960s the use of all-over adverts became popular. Traditionally these were hand painted with incredible detail and many are now considered to be mini works of art. In more recent years, hand painting has been replaced by vinyls and some campaigns last only a matter of weeks. There have also been experiments with illuminated and digital scrolling messages too. In this photographic journey through a colourful Britain, Richard Walter provides a glimpse of some of the most memorable adverts and dedicated liveries and some of the ones that maybe seemed like a good idea at the time.

A9271 Crosville: A National Bus Company £14.99 Nov



In the 1970s the state-owned National Bus Company operated services across England and Wales, and one of the largest of its thirty-six constituent bus companies was the huge Crosville Motor Services. Though Crosville enjoyed

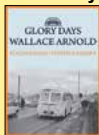
similarities to other former BET companies within the NBC, initially with its fleet of Bristol/ECW buses and coaches, many other facets of this company made it interesting. It had a vast operating area, growing in the corporate era of the early 1970s to stretch from hills above Macclesfield in Cheshire to the industrial area of Biddulph in Staffordshire, rural Shropshire at Oswestry, through the city streets of Liverpool, across all of North Wales and right down through remote mid-Wales to the far off West Wales towns of New Quay, Newcastle Emlyn and Lampeter. From its headquarters in Chester, Crosville operated truly diverse services, ranging from rural market day-only routes and open-top holiday services to intense inter-urban services, even on dedicated busways, unique at the time.

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

A8547 Diecast Model Buses**£14.99 Nov**

The first diecast model buses date back more than sixty years, manufactured by well-known names like Lesney, Corgi and Dinky. Few buses and coaches were initially produced, and early models were treated primarily as simple toys for

children. The idea of collecting and preserving these models became more popular in the 1980s as Exclusive First Editions began to enter the market, and early models are today highly sought after. Today, many magazines, clubs and events exist as the hobby thrives. Here, Simon Stanford takes a look at model bus collecting over the years and shows the wide variety of models on offer.

A9463 Glory Days: Wallace Arnold**£14.99 Nov**

Wallace Arnold was founded in 1912 and was named after its founders Wallace Cunningham and Arnold Crowe. In the late 1970s, Wallace Arnold commenced operating services under the Euroways banner to Europe. By 1980 it operated

290 coaches from its headquarters in Leeds and owned a subsidiary based in Devon. This book begins with a look at the early history of the company though the main focus will be on the activities of Wallace Arnold through to the late 1970s. This was the period in which the market for coach travel to the seaside and elsewhere grew rapidly. Wallace Arnold was one of the major players in this market and its business flourished. This book was originally published in hardback in 2007 by one of Britain's foremost transport publishers and is now available for the first time in paperback. It has been freshly designed but will seek to retain the author's original text and illustrations.

A9579 Golden Miller Buses**Includes Cardiff Bluebird****£14.99**

Golden Miller was a rare bus operator permitted to run bus services within London Transport's vast monopoly area. Starting in 1967, the company went on to build up a network of routes around

Feltham in west London and Staines in Surrey. Its frequently-changing fleet comprised a fascinating array of mostly second-hand buses sourced from across the United Kingdom and even Ireland. The growth of Golden Miller and transition into Tellings-Golden Miller, including the latter's Cardiff Bluebird operation, is described along with insight into some of the personalities involved. Comprehensive fleet lists detail all vehicles operated. Photo galleries illustrate the development of individual routes along with coaches, contract work and garages, using 155 pictures including images of previous and successor operators on some services. Route maps complement the coverage. This book showcases independent bus variety in an otherwise highly-standardised bus scene.

A9155 Hong Kong Buses**£14.99 Jan**

For many years a major importer of new British buses, the former colony, with its high-rise living, is dependent on public transport. As well as buses, trams ply the North Shore of Hong Kong Island, with a modern Mass Transit Railway (MTR) below the streets. Buses remain the prime mover with both Kowloon Motor Bus (KMB) and New World Fleet Bus (NWFB) today's main players, with extensive fleets of tri-axle air-conditioned double-deckers. In the past, things were very different with fleets of Leyland deckers including rebodied Guy Arabs, former London Fleetlines and other front-engined double-deckers. With space for advertising at a premium any buses act as mobile billboards for both local and major sponsors. Gary Seamarks has been lucky enough to view, on several occasions between 1993 and 2011, the changing Hong Kong bus scene and has captured his visits with numerous colour photographs.

A8712 Leyland Double-Decker**Buses from 1960 Onwards****£14.99 Feb**

From demonstrating a petrol-engined double-decker at the 1905 Commercial Motor Show to building huge 100-seat Olympians for the overseas market, the Bus and Coach Division of Leyland built thousands of vehicles for markets all over the world. At the forefront of vehicle design and development, Leyland produced ground-breaking vehicles such as the Atlantean, the UK's first production rear-engined double decker bus. Through acquisition and merger, the majority of British vehicle manufacturers ended up under the Leyland banner, resulting in the creation of the mighty British Leyland Motor Corporation, whose fall subsequent from grace has been widely documented elsewhere. This, the third in a series of books showcasing the products of the passenger division of Leyland since 1960, concentrates on double-deck buses and coaches and includes such mythological giants as the Atlantean, Olympian and Titan among others.

A9065 London Bus Liveries: A Miscellany**£14.99**

London Buses have been red for over 100 years. The livery was introduced by London General and was continued by London Transport on its formation in 1933, and then perpetuated in principal by its successors. In 1985, new

operators awarded contracts were initially allowed to use their own liveries. But from 1994, 80% red livery was specified for routes entering the centre area. This was subsequently tightened to cover all routes and to become overall red, with only the fleetname to differentiate companies. However there have been several exceptions to the rule. Some routes have featured vehicles with special promotional lettering or liveries. Vehicles have appeared in commemorative liveries. Also vehicles used for driver training or private hire and tours have been given separate liveries. Many other vehicles have carried commercial advertising liveries. This book explores the variety of liveries carried by the buses of London Transport and its successors since 1969.

All these books due shortly. To order phone 01457 861508

A9388 London Routemasters

in the Late 1970s and Early 1980s £14.99 Feb

The Routemaster is the iconic London bus, recognised around the world. This pictorial account features previously unseen pictures of the ubiquitous RM, far and wide throughout the network during the period 1976-83, which included the year of the Queen's Silver Jubilee, when twenty-five of the type were specially painted in an all-over silver colour scheme. By the end of this period buses formerly allocated to the country garages had mainly gravitated back to the central area, some of which saw further passenger service while others were converted to driver training buses. It was also around this time that London Transport began to dispose of their RMs in significant numbers.

A8758 London's Enviro 400

£14.99 Dec



The Enviro 400 was introduced in 2005 and has become a popular model among bus operators around the UK, as well as in Hong Kong. Initially available as a diesel, the model was adapted to a hybrid example known as the Enviro 400H. With

a small change in body style introduced in 2009, Alexander Dennis Ltd relaunched the Enviro 400 in 2014 as the Enviro 400 MMC. A year later a third version was constructed, this being named the Enviro 400 City. This latter model being originally constructed for use in London, though sales in other towns and cities across the UK were received. The Enviro 400 has become a familiar sight on the streets of London.

A7887 London's Exiled Buses

£14.99



Since 1952 former London buses have found new homes across the whole of the UK as well as in over seventy countries across the world, and this book takes a wide look at those that gained new lives outside the capital. With

examples both from the mid-twentieth century and present day, this lavishly illustrated volume brings the story of London's exiled buses right up to date.

A7680 London's West End Buses in the 1980s £14.99 Dec



London's West End Buses looks at London's buses in and around the West End during the 1980s - a time of great change. Bus routes were put out to competitive tendering, garages closed, the Routemaster started its slow decline,

Aldenhams Bus Overhaul Works closed, and by 1989 the once mighty London Transport itself was being divided into separate business units, ready for eventual privatisation. This was the decade when Grey-Green won the first tendered Central London route from London Buses, and grey-and-green buses could soon be seen passing the Houses of Parliament; green or blue buses started crossing Waterloo Bridge, and minibuses appeared on new route C1 in Victoria. London sightseeing was also changing, with operators large and small operating anything from Routemasters and DMS's to the odd Bristol VRT.

A9524 Northern Counties Buses

During and after Deregulation £14.99 Dec

From its formation in 1919 in Wigan, Lancashire, Northern Counties Motor & Engineering Company Limited grew to become one of Britain's most prominent bus builders. From independent operators both large and small, through to the municipal sector, the British Electric Traction and Scottish Motor Traction groups and the large PTE fleets, their coachwork appeared throughout the land. In this book, Howard Wilde focuses on the later years, with photographs from the late-1980s onwards, showing Northern Counties-bodied buses at work in various locations across the country. Some of these show buses as they were when new; others depict the colourfully varied second-hand scene that this deregulated era fostered. The selection provides a fascinating insight into the state of the British bus industry at the time, as well as paying tribute to this well-loved and much-missed coachbuilder.

A9147 Scottish Citylink Buses

£14.99

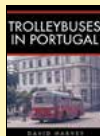


The Scottish Bus Group decided to bring all of its express coaches, London service, and coach tours under the umbrella of Scottish Citylink Coaches.

This was to raise standards and use a fleet of luxury coaches to work a unified network. This would raise awareness and unleash a fleet of coaches all in the same livery, echoing what National Express had already created in England. Packed with a wealth of previously unpublished photographs from popular Scottish bus author David Devoy, this tells a fascinating story that shows just how far the Scottish bus industry has come.

A9283 Trolleybuses in Portugal

£14.99

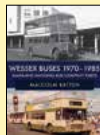


Trolleybuses were first introduced in Portugal by SMC in Coimbra in February 1947 and used Saurer, Sunbeam and BUT single-deckers that were all in service by 1954. Further deliveries from the UK were ten BUTs and six

Sunbeams. The fleet was largely rebodied, but in 1984 another twenty Efaced-Caetano 37-seater trolleybuses began to be delivered. The second Portuguese trolleybus operator was SMB in Braga, which opened in May 1964, and the final trolleybus system to open in Portugal was the largest one in the country. This was opened by STCP with twenty single-deckers in 1959, augmented by a further six BUTs four years later. With a wealth of previously unpublished photographs, David Harvey tells the story of Portugal's trolleybuses.

A9487 Wessex Buses 1970-1985- Mainland

National Bus Company Fleets £14.99 Nov



The bus scene around Southampton and its surrounding towns in the 1970s and early 1980s was one of change. The National Bus Company had been set up in 1970 as part of the 1968 Transport Act.

This brought together the former nationalised Transport Holding Company fleets such as Hants & Dorset and Wilts & Dorset and the former BET

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

fleets such as Southdown, Gosport & Fareham Omnibus (trading as Provincial) sold out to the NBC at the same time. At first there was little sign of change, but as the decade progressed Wilts & Dorset was merged with Hants & Dorset, area boundaries changed and new standard National liveries were adopted. More was lost when the much-loved independent operator King Alfred Motor Services of Winchester sold out to NBC in 1973. However in 1983 it was all change again, when Hants & Dorset was split into Hampshire Bus and Wilts & Dorset, although their boundaries were different to those before the merger.

BRITISH BUS PUBLISHING

BB305 London Bus Handbook 2019 9th Ed £19.75



The 9th edition of the London Bus Handbook, published in September 2019 includes the operators and vehicles used on TfL routes along with the open-top tour fleets. Full details include allocations to garages and lavishly illustrated in colour. Not just a fleet book but one to keep on the bookshelf. Operators include: Abellio, Arriva, Go-Ahead London, Golden Tours, Metroliner, RATP - inc OLST, Stagecoach London, Sullivan Buses, Tower Transit and the Croydon Tramlink.

CAPITAL TRANSPORT PUBLISHING

CA442 GS- The London Guy Special £35.00 Dec



The GS Country Bus single deckers are held in special affection by many. This lovely new book covers their time in service with London Transport and, briefly, London Country with detailed accounts of their use and scheduling.

Written with the benefit of extensive notes and official records in Peter Aves's very readable style, with assistance from Alan Charman, the book is well illustrated with photographs of the vehicles and a number of the contemporary printed timetables. An appendix of maps shows where all the GSs operated.

CA443 London's Seventies Buses £14.95 Dec



Following on from the successful Sixties album, Matt Wharmby covers the Seventies in similar style. Around 100 high-quality colour photos show every type of London Transport bus running in their area during that period.

CA445 London Trolleybuses -

A Second Album in Black & White £19.95 Dec



Mick Webber's first black and white album in this two-volume set covered the period from 1931 to 1950. This one covers the years from 1950, during which the trolleybuses joined the Central Bus department, until 1962, when the last ones ran in London.

FAWNDOON

FB314 London's Bus Purchases 1946-1994 £24.00



This book lists every bus and coach, new and second-hand, bought by London Transport and London Buses from 1946 until privatisation in 1994. At the start of the period LT was taking delivery of its last wartime buses. At the end, the first

of a new generation of low-floor buses were being delivered. In between there were classic types such as the RT and the Routemaster and less successful models like the Merlin and the Fleetline. All are listed, along with less common types including a Neoplan Skyliner, a Renault PR100 and the unusual Dartford Tunnel Thames Trader bicycle buses. The vehicle lists are supported by informative text giving an overview of the various vehicle types - and even an acknowledgement by LT in 1984 that responsibility for the problems it experienced with Daimler Fleetlines could not all be laid at British Leyland's door. Almost 150 photographs illustrate the unexpected variety of the London bus fleet over five decades.

GVVT

GVVT2 Celebrating our Heritage 125 Years of Public Transport in Glasgow £12.00

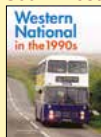


2019 represents a milestone in Glasgow transport history as it marks 125 years since the tramways came into the ownership of Glasgow Corporation, the forerunner to today's Glasgow City Council. Glasgow had long had horse

drawn buses but it was late to the scene when it came to motorbuses. The first examples entered service with Glasgow Corporation in 1924, more than 20 years after they'd first appeared in London. Of course, Glasgow focussed its urban transport needs on the much loved tramcar and this would be the case for more than 60 years. The main focus is the bus but trams, trolleybuses and the Subway are also well covered. While much of the book looks back, it comes right up to date with pictures of the latest developments in the First Glasgow fleet. It has been compiled by Phil Halewood drawing on the extensive collections of GVVT members and is packed with photographs, most of which have never been published.

KEITH SHAYSHUTT

KS302 Western National in the 1990s £19.50



This A4 soft back book in full colour describes the decade of growth for Western National before the tide turned again from 2000 onwards. There are 100 pages of text, many photographs, timetables, maps, sample bus workings

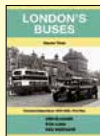
and sample depot and outstation allocations. All photographs are by the author and previously unpublished. It takes a gentle ramble around the operating territory of Cornwall and South Devon describing the key events at each operating location during this decade.

All these books due shortly. To order phone 01457 861508

LONDON HISTORICAL RESEARCH GROUP

OS125 London's Buses Volume 3-

Country Area Independents Part 2 £35.00



The long-awaited third volume of this series continues the comprehensive history of the independent bus and coach operators in the former London Transport Country Area before World War Two, covering every known

operator in the area from Watford, Hemel Hempstead and Aylesbury southwards to Slough and Windsor. More than a hundred different operators are covered; some only lasted for only a few months, many were taken over by London Transport following the London Passenger Transport Act of 1933, while a few survived long into the post-war era. Among the famous names covered are Amersham & District, Aylesbury Motor Bus Company, Bream, Bucks Express, Filkins & Ainsworth, Lewis, Penn Bus Company, Premier Line, Red Rover, Rover Bus Service and Skylark.

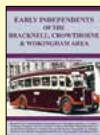
OS126 They Also Served- Bus Route 410, a History of the Buses that Served RAF Biggin Hill £5.00



In this 32 page booklet the Omnibus Society explores the history of the 410 bus route that served RAF Biggin Hill and the surrounding area. A5 with glazed card covers, photographs in black and white and colour.

PAUL LACEY

PG325 Early Independents of the Bracknell, Crowthorne & Wokingham Area £15.00 Feb



This is the second volume in a trilogy detailing the many local independent operators, compiled from over 50 years of research, much of it from lost primary sources. It covers operators, large and small, from the early days through to the 1970's, many rare photos, plus fleet details and location maps for premises used.

PEN & SWORD

P4967 Last Years of the London Metrobus £30.00

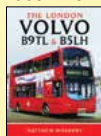


Mainstay of London Buses Ltd's fleet into the 1990s, London's MCW Metrobus fleet of M class remained almost completely intact by the time of privatisation in the autumn of 1994. In the hands of seven new companies

thereafter, there followed multiple new liveries and new identities, but it wasn't until the end of the decade, when this account takes up their story, that withdrawals commenced in the face of new low-floor double-deck buses. Even then, the venerable M class remained a solid option for second-hand purchases, allowing examples to remain into service past their twentieth birthdays. Between 1998 and 2004 the M fleets of Arriva London North and South, First Capital and Centrewest, London General, London United, Metroline and Metroline London Northern and a host of smaller London contractors dwindled until the last

examples, lingering on school routes for Leaside Travel, signed off at the beginning of 2006.

P4963 The London Volvo B9TL and B5LH£30.00 Jan

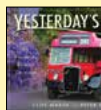


After the successful six-year production run of its B7TL low-floor double-decker had been curtailed in London by increasing noise problems, Volvo developed a leaner and quieter update which it dubbed the B9TL, and orders

resumed in strength. As diesel-engined buses gradually gave way to battery-hybrid technology at the end of the first decade of the 21st century, Volvo unveiled the B5LH hybrid to immediate acclaim and even healthier London sales. With most Transport for London-contracted bus companies operating Volvo B9TLs and/or B5LHs, bodied by Wrightbus, Alexander Dennis or MCV, this book offers a comprehensive account of the first ten years of one of London's newest double-deck bus types, whose career will span the rest of the 2010s and into the next decade.

P0115 Yesterday's Buses-

The Fascinating Quantock Collection£25.00Jan



AEC, Bristol, Crossley, Daimler, Dennis, Leyland and others were all manufacturers of passenger vehicle chassis which could be seen throughout the country in the years

following the end of World War Two. They produced a wide range of double deck and single deck buses and coaches, bodied by a considerable number of body builders. With the exception of Dennis, all those chassis makers have now disappeared, along with nearly all the body builders. In addition, most operators of this variety of vehicles are no longer in existence, being primarily absorbed into larger operations. This book can only give a small indication of the major role Steve and his Quantock Heritage fleet have played in preserving not only part of the engineering history of this country, but its effect also on social history. In practical terms he has displayed this by enabling the general public to see, enjoy, and also use vehicles of a bygone era.

SOUTHDOWN ENTHUSIASTS SOC

SEC79 Brighton Hove & District

Fleet History Part 13 £7.00

VISIONS INTERNATIONAL

VIS24 Jim Blake's East Anglia

Buses & Coaches in the 1960s £14.95



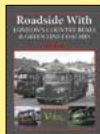
This book features operators based in East Anglia. They correspond mostly to those included in the old Ian Allan British Bus Fleets series of ABC booklets which gave illustrated fleet lists of the operators concerned in the 1950s and

1960s. Sixty or so years ago, bus and coach operators outside London fell into four main categories. Firstly, there were the municipal fleets, run by town and city councils. Secondly, there were the generally inter-urban and rural-based fleets controlled by the British Transport Commission, popularly known as the Tilling Group. Thirdly, there

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were the British Electric Traction BET fleets, which were semi-nationalised in that they were partially owned by British Railways. Fourthly, there were independent bus and coach operators. These ranged in size from very large companies with inter-urban and rural services, to tiny rural operators with just a handful of vehicles. This fascinating book features over 185 black & white photographs of the various operators in the region.

VISLC Roadside with London's Country Buses & Green Line Coaches £26.95



This book is being published to mark the 50th anniversary of the splitting off of the Country Area buses and Green Line coaches based in the Home Counties around London from London Transport on 1st January 1970, forming the National

Bus Company subsidiary London Country Bus Services Ltd. Jim Blake had delved into his extensive photographic archives to present a graphic picture of these buses and coaches in their final years of London Transport operation in the 1960s, and through the 1970s by the end of which most former LT vehicles in the London Country fleet had been withdrawn. The book also takes a brief look at the London Country fleet in the early 1980s, before its fragmentation and privatisation. Much of its content is previously unpublished, and many rare and unusual scenes are featured.

WOOLYBUS

WB406 2019 Arriva Fleet Book £18.00



Consisting of 157 pages, this book is up to date to early September 2019, and contains fleet lists, with allocations, for each of the subsidiary bus companies in the Arriva UK Bus operation. As well as the buses, we have added fleet lists for Arriva CrossCountry, Arriva Trains Wales, Chiltern Railway, Grand Central, London Overground and Northern Trains, with colour photographs illustrating the fleet.

WB407 2019 West Midlands Bus Fleet Book £15.00



This is the first book from Woolybus looking at the current bus and coach scene for 2019 across the West Midlands. After the great feedback from previous books in the series covering a geographical area, such as the South East and Scotland, Andrew Woolhouse has compiled this book to show all the bus and coach companies covering the whole of the West Midlands and the surrounding areas. Up to date to September 2019. Illustrated in colour with around 120 photos.

WB408 2020 London Fleet Book £19.50 Dec

Consisting of 227 pages, this book is up to date as of late 2019 and covers all Transport for London bus operators and sightseeing tour operators for the city. It also covers some of the coach companies that run within London. Inside this book are 150 pictures showing these buses and coaches at work within the capital.

NONE TRANSPORT BOOKS

AMBERLEY PUBLISHING

A9217 Military Dinky Toys

£14.99



This book on British-produced Military Dinky Toys takes a detailed look at the popular Army, Naval and Aircraft models produced from 1933 until the closure of the Binns Road factory in 1977. The book includes sections on the history of the

British-produced military models and on the different scales used. The book is intended to give an overall view of each model produced. The models are shown in numerical rather than chronological order. There is an image of each model with captions showing dates of production, scale of the model where applicable, particular features, if it is a reissued model and relevant dimensions. In many cases the issue price and the date of its first appearance in the Meccano Magazine are shown. Most of the images show the boxes that the models were originally sold in and where possible the variants on the box. Packed with rare and interesting examples, this is an essential read both for enthusiasts and those who would simply like to be reminded of the Dinky toys of their youth.

TRAMS/LIGHT RAIL BOOKS

AMBERLEY PUBLISHING

A9553 Old Edinburgh Trams

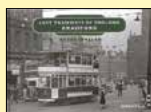
£14.99 Nov



Edinburgh did not adopt electric traction until the early 1920s when the Corporation took over from the Edinburgh & District Tramway Co., with the process of converting the city's cable-operated routes to electric traction following soon after. The first electric trams started in Leith in 1910. At its height Edinburgh ran somewhere in the region of 360 trams throughout the city and possessed one of the most modern tramway systems in the UK. There were proposals to build extensions after the war and new trams were built as late as 1950. However, in 1952 Edinburgh Corporation announced the system would be converted to bus operation. Over the next four years the system was rapidly abandoned with the last tram operating on 16 November 1956. In 2014 trams returned to the streets of Edinburgh and, although very different from the old trams, are proving to be very popular. With a range of rare and previously unpublished images, Kenneth Williamson looks at the history of the city's system.

GRAFFEG

GR440 Lost Tramways of England - Bradford £8.99 Dec



Although better known as a pioneer of trolleybus operation - Bradford played host to Britain's longest surviving trolleybus network (61 years) - the corporation operated a sizeable fleet of 4ft 0in gauge trams through to May 1950. As such, Bradford could lay claim to being the last 4ft 0in tram operator in Britain.

All these books due shortly. To order phone 01457 861508

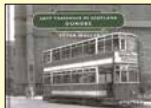
GR441 Lost Tramways of Scotland- Aberdeen£8.99Dec



Aberdeen - the granite city - was to play host to two electric tramways: the corporation's services within the city, which survived until 1958, and the

short-lived services operated by the Aberdeen Suburban Tramways Co. Acquiring modern trams in the late 1940s, Aberdeen was perceived as one of the safest of British tramways in the post-war years but even here the diesel bus was to take-over.

GR442 Lost Tramways of Scotland- Dundee£8.99 Dec



Arguably the last of the traditional tramways to operate in Britain, Dundee's fleet of some 56 trams were to survive through until the mid-1950s when - despite

considerable opposition - they were replaced by bus. The final Dundee trams operated in October 1956.

LRTA

LRT58 Tramways in Bolton £25.00



This book, which was originally started by Alan Ralphs and continued by authors Tony Young and Derek Shepherd, gives a detailed and comprehensive history of Bolton's tramways right from its opening to its

closure over seventy years ago in March 1947. This 160 page book is fully illustrated in both black & white and colour which helps to bring all the research and history of the tramway to life.

PEN & SWORD

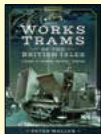
P7118 Regional Tramways- London Transport£25.00Nov



The final volume in the 'Regional Tramways' series focuses on the history of tram operation in the London area. Starting the story with the pioneering horse tramways operated by George Francis Train in the 1860s, the book

narrates how the various horse, steam, cable and electric tramways evolved in the period leading up to the creation of the London Passenger Transport Board in 1933. The primary focus of the book is the period immediately after World War 2 when, following the retention of the tramways for longer than anticipated, the process of conversion, codenamed 'Operation Tramway', saw almost 1,000 trams eliminated from the streets of London in less than two years. Also covered in the book are the two second-generation tramways, the Docklands Light Railway and Croydon Tramlink, which now serve parts of the Greater London area. The book concludes with an overview of those London trams that survive into preservation.

P6223 Works Trams of the British Isles- A Survey of Tramway Engineers' £25.00



Often little known and generally unfamiliar to the passengers that used tramways, works trams were an essential facet of the efficient operation of any system, large or small, and this book is a primarily pictorial overview of the great variety of works trams

that served the first generation of tramways in the British Isles. Although construction of most tramways was left to the contractor employed on the work, once this was completed the responsibility for the maintenance and safe operation of the system fell on the operator. The larger the operator, the greater and more varied the fleet of works cars employed; specialist vehicles were constructed for specific duties. Smaller operators, however, did not have this luxury, relying instead on one or two dedicated works cars or, more often, a passenger car temporarily assigned to that work.

RAILWAY BOOKS

AMBERLEY PUBLISHING

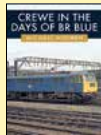
A9477 Berkshire Traction £14.99 Nov



Starting in the late 1970s when the High Speed Trains (HSTs) were first introduced on services out of London Paddington, this book covers approximately forty years of change to the railways of Berkshire. Passenger,

parcels and freight services are seen with a variety of traction ranging from the older diesel classes to the latest class 800 InterCity express trains. Railways radiate from Reading in all directions. Starting at Reading we travel to the extremities of Berkshire, along the great western mainline to Langley in the east and Lower Basildon in the west, along the 'Berk's & Hants' route as far as Hungerford and south on the line to Basingstoke as far as Mortimer. Also covered is the former southern route to the capital as far as Sandhurst and Ascot.

A9275 Crewe in the Days of BR Blue £14.99 Dec



Crewe needs little introduction. Even in a country built on railways, with many other railway centres, Crewe is a railway town that is unequalled. Five major routes, several motive power depots, an extensive station, large marshalling

yards and at one time the largest locomotive works in the world. The British rail corporate era was the end of a golden age for the enthusiast; around Crewe the railway remained much as it had in steam days, the station layout was unmodernised, two large motive power depots were in full use and the still vast locomotive works built and repaired locomotives in large numbers. This was a fascinating time of loco-hauled trains, traction exchange, parcels and mail services, freight and trip workings, new and ex-works locomotives and an almost continuous flow of trains. Though blue was the order of the day, it was far from dull. With an array of previously unpublished photos, we look back to a time when a trip to Crewe never failed to deliver.

A8019 Devon Traction £14.99 Feb

As the modernisation of the former British Railways moved forward into Railtrack and then Network Rail, various schemes to bring the West Country railway network up to date came and went. During

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the last forty or so years, Devon has seen a variety of locomotives: the famous HST, class 57, class 66, Voyagers, and class 158 and 159 DMUs, among others. Now the West Country is seeing the Hitachi class 800 electro-diesels displace the much loved HST, with a hope that they will improve journey times. With re-signalling on hold, again, the present infrastructure will remain, for the time being. This book aims to bring back memories of traction once common, or not so common, on the rails of Devon and will offer a visual comparison of what was once the mainstay of daily services through to the gradual modernisation of traction and rolling stock. Also included is a tribute to the HST in the West Country.

A8217 Electrostars EMUs £14.99 Feb

Since their introduction in 1999, the 'Electrostar' family of Electric Multiple Units replaced a large number of aging British Rail-designed stock dating back to the 1950s. Over the next two decades more than 600 Electrostars have been built. Today they can be found on many services in and around London and on routes radiating from the capital city. This book takes a look at the many different designs in this large family, and the many routes they can be found on.

A8621 Elegance in Engineering- Classic British Steam Locomotive £14.99 Feb

Elegance in Engineering showcases an interesting and diverse collection of British-built steam locomotives from all builders, for railways at home and abroad. These examples of British engineering at its best will tell the story of the development of the archetypal British steam locomotive from the 1830s to the end of steam locomotive manufacture. Beauty may be in the eye of the beholder and any selection of locomotives is bound to be subjective, but nobody can deny that by comparison, locomotives built overseas tended to be angular and austere. Maintenance staff would argue that having many of their fittings on the outside made them easier to look after, the purist would contest that it did not make them easier on the eye.

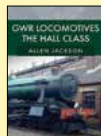
A9348 European Steam in the 1970s £14.99 Nov



The rapid disappearance of steam from British Railways in the late 1960s was a bitter blow for the thousands of railway enthusiasts who had been brought up with the sounds, smells and sheer excitement of steam power. The

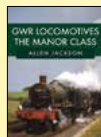
industrial railways of Britain continued to provide a smaller scale outlet for some, but for those intent on experiencing main line steam it was necessary to make a short trip to the Continent where steam persisted throughout much of the 70s and even into the 80s. With a wealth of wonderful, previously unpublished photographs from countries including Spain, Portugal, Germany and more, this is a superb look back on a decade of European steam power.

A9314 GWR Locomotives- The Hall Class £14.99 Nov



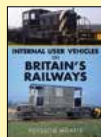
The Hall class 4-6-0, itself being a development of the celebrated Saint class, represents the precursor of thousands of mixed traffic 4-6-0 engines that were built for British railways and were the breadwinners for all types of work and conditions. The 328 examples of both variants powered Britain through the Second World War, as well as providing the bulk of the revenue earning services on both the GWR and BR. We are fortunate that both Halls and Modified Halls survived into preservation and their proud story continues with an assured future on many heritage lines.

A9302 GWR Locomotives The Manor Class £14.99



The Manor class 4-6-0s were introduced for lightly laid lines and so were popular on the Cambrian Coast Express as well as the Newcastle-Swansea port-to-port express. Although only thirty were ever built, almost one third of the class has survived in preservation, such is the fondness felt for it by enthusiasts. One dedicated group spent fifteen years restoring Foxcote Manor from scrapyard condition and there are other instances of such sacrifice and hard work, allowing these engines to live on. We are fortunate that these locomotives survive into preservation and their proud story continues with an assured future on many heritage lines.

A9022 Internal User Vehicles on Britain's Railways £14.99



Following on from their use in revenue earning service, many vehicles are put to use within the departmental operating fleet, often being rebuilt for a specific purpose. When their use has been deemed no longer necessary for the departmental service, several of these vehicles are then put into what is known as the 'Internal User' fleet, where they are used until either being scrapped or sold on to preservationists. These Internal User vehicles, once they have been allocated to a works/depot/yard etc, are not permitted to run anywhere on the mainline network and are solely confined to where they have been allocated. Once at their allocated location they quite often become static vehicles or even grounded bodies, and are used as store sheds, mobile workshops, fuelling tanks, generator vans and numerous other, sometimes one-off, uses.

A8189 Scottish Region in the 1970s & 1980s £14.99 Apr

Scotland has always been an attractive destination for rail enthusiasts - a place with picturesque scenery and a variety of traction scattered across the country, with the BR Blue era offering a wonderful juxtaposition between the grit of hardworking locos and their more serene surroundings. With a variety of previously unpublished photographs capturing the Scottish rail scene during the 1970s and 1980s, Andy Gibbs offers up a wonderfully evocative and nostalgic look back on an interest period of British railway history.

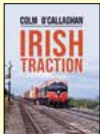
A4942 Industrial Locos & Rlys of Scotland £19.99



The industrial and minor railways of Scotland are neglected topics deserving of greater attention. Following on from 'Industrial Locomotives & Railways of North

East England', Gordon Edgar uses his excellent collection of photographs to explore these fascinating railways and their locomotives.

A8844 Irish Traction: Iarnród Éireann £14.99 Nov



Over the years Republic of Ireland's railways have fascinated rail enthusiasts. This was mainly due to under investment in the system from Iarnród Éireann and the Irish government, which left many lines and locations still very much in the past as far as infrastructure was concerned, giving them a certain appeal to British rail fans. This eventually changed from around 2005, when long overdue investment began to materialise. The images in this book document the last years leading up to this change. It shows the rolling stock and infrastructure that was on offer throughout the Iarnród Éireann system, featuring Class 071, 121, 141, 181 and 201 American-built locomotives, various BREL-built coaches and Spanish and Japanese-built diesel rail cars. Also featured are the many freight services that operated in the country including beet, Guinness, cement, timber, iron ore and liner trains.

A9235 Last Call for Steam:

Chasing Locos in the 1960s

£14.99



Many years ago, while the author was admiring an ex-works Bulleid Pacific in the local goods yard, a thoroughly bored female school friend asked him 'Nigel, why do you enjoy watching steam engines more than going out with girls?' It was a query he was unable to answer then, and would still find difficult even now, but during the final years of British steam his entire life revolved around seeking out locomotives classes, recording numbers, timing trains, photographing engines, and travelling on railways as far and wide as his finances would allow. 'Last Day for Steam' is the author Nigel Kendall's record of a frenetic seven-year mission to seek out as many BR steam classes and locations as he could. The book is full of photographs and anecdotal vignettes, which come together as an entertaining and informative documentary of how things were during the heady days of steam's decline throughout the sixties.

A9461 Maunsell Locomotives

£14.99



REL Maunsell's engineering career started in Ireland, where he graduated to the post of Chief Mechanical Engineer of the GSWR. He crossed to England just before the outbreak of WWI to take up the same post on the SECR, where his first new design, a 2-6-0, was selected as a postwar standard class for Britain's railways. With this design Maunsell introduced modern concepts to the locomotive practice of railways in the South and

South East. An enterprising engineer, Maunsell was restricted by lack of money and severe civil engineering restrictions. Nevertheless, he contributed several good-looking and efficient designs to the development of the British steam locomotive, his masterpiece unquestionably being the three-cylinder School. This book was originally published in hardback in 1977 by one of Britain's foremost transport publishers and is now available for the first time in paperback. It has been freshly designed but will seek to retain the author's original text and illustrations.

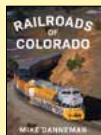
A9382 North Wessex Diesels

£14.99 Jan

This book is a pictorial record of diesel-powered freight and passenger services throughout the area surrounding the North Wessex Downs. Roughly bounded by Oxford, Swindon, Reading, Pewsey and Basingstoke and covering over 140 route miles, this is a region of gently rolling countryside and contrasting light industrial scenes. The featured period covers fifteen years leading up to the wholesale introduction of electric trains on major routes, when the much-loved InterCity 125 High Speed Trains still held sway on express passenger services, and Class 59 locomotives dominated the prolific aggregates traffic from the Mendips. Photographs depict the changing seasons and a variety of motive power, operator liveries and traffic types including stone, oil, bitumen, cement, steel, coal, china clay, fly ash, automotive and infrastructure trains.

A6896 Railroad of Colorado

£14.99 Nov

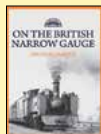


At one time, it seemed as though every canyon and pass leading into Colorado's high country was a path laid of 3-foot gauge narrow gauge railroad. Dreams of tapping the riches of mining discoveries in mountain locations made this

statement almost true. But mining can be a fleeting adventure, and as the state matured, so too did the railroads that crisscrossed it. Many railways succumbed to disappearing tonnage, becoming trackless trails among the mountainsides. But on many routes, the railroads of Colorado have flourished and provide necessary transportation avenues for a modern economy. In addition, tucked away in several corners of the state are remnants of Colorado's narrow gauge past, still steam-powered and now lively to the tune of tourist dollars. Popular state slogan 'Colorful Colorado' simply describes this incredible place, and is assuredly most apropos while viewing the wonders of railroading in the spectacular Rocky Mountains of the West.

A9465 On the British Narrow Gauge

£14.99 Nov



To many, the narrow gauge belongs entirely to the past; to others it runs a poor second to the glamour and action of main line standard gauge steam. To such critics - and main gauge enthusiasts alike - this book is

dedicated. The narrow gauge has never died, even

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after the Lynton & Barnstaple, Leek & Manifold and others had closed, there was the industrial narrow gauge. Then came preservation. Then much of the industrial motive power was used to create a new narrow gauge era still in the process of evolving in stately homes and gardens, and along, even, the track beds of former standard gauge lines. The narrow gauge phoenix has risen again. This book was originally published in hardback in 1980 by one of Britain's foremost transport publishers and is now available for the first time in paperback. It has been freshly designed but will seek to retain the author's original text and illustrations.

A9237 Railways at Night: From Dusk til Dawn £14.99



Coal-black starless nights, comfort only from the weak glow of station lamps. The velvet silence broken by a series of shrill ringing bells in the signal box, a flurry of activity;

levers are pulled, wires sing, signals drop, and silence returns. In the far distance a quiet rhythmic beat, the gloom pieced by a star of light, glinting off silver rails. A sudden rush of billowing white steam, gleaming paintwork, polished brass, flying pistons, passengers snug and warm in their carriages. All over in a fleeting moment. A disappearing tail lamp is the only evidence of an everlasting memory. Robin and Taliesin have set out to capture in a series of evocative images the drama of railways between dusk and dawn. The selection illustrates behind the scenes shots of engine sheds, wayside halts and busy city stations and the people who work the night shift; all captured in a series of beautiful photographs that will be revisited again and again.

A9384 Railways in the Peak District £14.99 Jan

Sheffield and Manchester were connected in 1845 by the first line across the Pennines through the notorious Woodhead tunnel, followed by a gradually infilling of lines connecting Peak District towns and villages. Some of them became as famous as the Settle-Carlisle route, such were the engineering difficulties of driving a route through the limestone dales. The line between Dore and Chinley was the last main line in England to be driven across the Pennines in two huge tunnels. At its height the Peak District railway system encompassed a narrow gauge light railway for tourists, cable-hauled inclines to export limestone, seven of the UK's twenty longest railway tunnels, and Britain's first all-electric main line. The birth of British Railways in 1948 and the subsequent Beeching axe were the death knell for many of these unique railways. Today some of the tracks can still be followed on foot, bicycle or horseback thanks to the Peak District National Park and other leisure organisations.

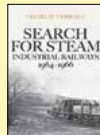
A9420 Railways of the Black Country £14.99 Feb

The Black Country is an area immediately to the west of Birmingham heavily associated with the Industrial Revolution. The townships are fiercely partisan and in typical fashion have fought hard for their railway connections. The main presence was provided by the GWR and the LNWR with routes

between the major centres. Other minor concerns were represented by local industries. Given the industrial nature of the area, it has been neglected by photographers and over the last fifty years Steve Burdett has uncovered and recorded a system that was decimated in the Beeching Report. As a result, a variety of locations including Stourbridge, Wolverhampton, Walsall and Bescot are included in a photographic tour around the region. In recent years, an enlightened transport policy has seen an improvement in infrastructure and services including the Midland Metro with more to follow. A variety of motive power is to be seen within this collection.

A8539 Search for Steam-

Industrial Railways 1964-1966 £14.99 Nov

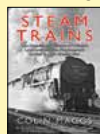


Continuing on from his volumes focusing on the British Rail mainline, Charlie Verrall delves into his archives again to showcase some of his images

documenting steam workings in British industry in the 1950s and 1960s. With

visits to a number of different industrial railways, including those attached to steelworks, collieries and ironstone mines, the author is able to tell the story of steam at work during this fascinating period where it continued to thrive despite coming under threat on the mainline.

A9911 Steam Trains- The Magnificent History of Britain's Locomotives from Stephenson's Rocket to BR's Evening Star £9.99 Feb



Most people are under a misapprehension: the Rocket was not the first steam engine. Quite a few were built before it, but Stephenson's engine was the first successful steam

locomotive. Colin Maggs tells the story of

the steam engine, from pre-Rocket days, to British Railways building the Evening Star, the last main-line locomotive, through to the preservation movement and the new-build locomotives of extinct classes such as the Tornado. In this comprehensive history, Colin Maggs, one of the country's foremost railway historians, tells of other, perhaps less well-known aspects of the history of steam in Great Britain. The first railway lines, the activities of the early railway companies, the design and manufacture of faster and faster engines and the lives of the men and women who drove the industry. These and other fascinating stories from the age of steam are all revealed in this accessible book, illustrated with over 150 photographs and period ephemera, many in colour.

A7602 Second Generation EMUs £14.99 Nov



It is now some forty years since the term 'Second Generation EMU' entered rail industry parlance. The British Rail (BR) Class 313 heralded a new era back in 1976/77 with BR's first order of suburban passenger trains with both a pantograph

(for 25Kv AC) and shoegear (for 750V DC 'third rail'). These units continue to see daily service both on north of London commuter services and on Sussex's

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Coastway services. Since those early days, over forty classes of EMU have entered traffic throughout what is now, of course, a privatised railway. More and more operators are able to opt for their use over DMUs as more of the country benefits from installation of an electrified railway. This book offers a look at all the classes found in the UK, as well as a look at the country's electrified lines.

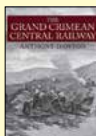
A9034 End of Steam in the NW of England £14.99



In 1968, Jimmy James was in his final year as a student at the University of Manchester and realised that steam, as a way of life, was coming to an end all around him. He set about recording this momentous changing of the guard

through the lens of his father's camera, and the result is a series of immensely evocative photographs documenting the dying embers of the steam era on the railways of north-west England. Published for the first time here in a selection curated by transport author Stephen Heginbotham, the photographs offer a richly rewarding and nostalgic tribute to the final years of steam.

A7104 The Grand Crimean Central Railway £14.99



In Britain, the Crimea War is best-remembered for the blunder of the Charge of the Light Brigade, the fearful conditions in the trench at the front, and the ministry of Florence Nightingale. The Grand Crimean Central Railway was the

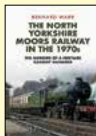
brainchild of two Victorian Railway Magnates, Samuel Morton Peto and Thomas Brassey: in order to alleviate the suffering at the front they volunteered to build at cost a steam railway linking the Allied camps at Sevastopol to their supply base at Balaklava. In the face of much official opposition, the railway was built and operational in a matter of months, supplying hundreds of tons of food, clothing and material to the starving and freezing men in their trenches. It was a railway that won a war and saved countless thousands of lives.

A9267 The Great Eastern Main Line: London Liverpool Street-Norwich £14.99



A major mainline under Abellio Greater Anglia's control connecting East Anglia to the capital, the Great Eastern Main Line opened in 1862 and for just under 115 miles many passengers have been able to be immersed in the sights of Norfolk, Suffolk and Essex before arriving into London. This book looks in detail the entirety of this line, including all the stations as well as all the different variations of locomotives and multiple units that operate over it.

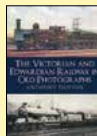
A9149 The North Yorkshire Moors Railway in the 1970s- The Memoirs £14.99



Ever wondered what it was like to run a fledgling heritage railway? Former General Manager of the North Yorkshire Moors Railway, Bernard Warr, lifts the veil on the ups and downs of running a private railway line in the 1970s. From working as a volunteer to taking on the most senior management

role, all the behind the scenes activity is here. That the line ran at all was down to the dedication of a few dozen dedicated volunteers, all of whom had views on how it should be done and who were not afraid to come forward and give advice, whether asked for or not! Set among stunning scenery with eighteen miles of mostly time expired track, too few steam engines, one diesel locomotive and a distinctly hit and miss cash-flow situation, it was always going to be balanced on a knife-edge. This is a fascinating tale providing a snapshot of the railway over a few short years of its early development now more than fifty years ago.

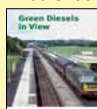
A7973 The Victorian & Edwardian Railway in Old Photographs £14.99 Nov



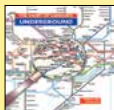
The steam locomotive is perhaps the image that best sums up the Victorian and Edwardian period. The year of Victoria's coronation saw the completion of the first links in the iron chain that made up the West Coast Mainline. By the time of her death 63 years later, not only had the railways spread to every corner of Britain, but across the globe. The travelling public were first both entranced and terrified of the new means of transportation, with many dire predictions about boiler explosions and suffocation in Brunel's box tunnel. This fascination with railways, coupled with the growth of photography, meant that the railways became subjects for the photographer's art, and, thanks to cheap printing later in the century, an excellent means of publicity through sets of collectable postcards issued by the likes of the London & North Western or Great Central. Here, Anthony Dawson presents Victorian and Edwardian photographs and postcards showing the railway at home and abroad.

CAPITAL TRANSPORT PUBLISHING

CA439 Green Diesels in View £19.95 Nov

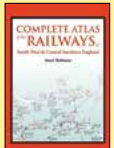


When British Railways took its first hesitant steps towards modernisation, it was probably disappointing for railway fans when the first main line diesel locomotives emerged in the black livery used on steam traction in the same power classification. Railway bosses must have had a change of heart in the mid-1950s because, on 19th August 1956, a party touring Derby works discovered Nos. 10000 and 10201 standing in the paint shop bedecked in green livery together with a diesel shunter that was undergoing the same treatment. This marked the beginning of the green diesel era which lasted until official policy changed in favour of corporate rail blue in 1965. The change was only gradual, however, and it was many years before green disappeared completely from the scene. Using some of the most evocative images available, this album will rekindle happy memories for the many who witnessed this era and provide an insight into the diesel railway at that time for those not so lucky.

CA440 The Story of London's Underground £25.00

This 12th edition of the best-selling detailed history of the London Underground brings the story up to 2019. The book covers all the major developments on the London

Underground and many of the less significant, but fascinating, aspects of its history. Illustrated throughout in good quality black and white and colour illustrations.

GREY**I3871 Complete Atlas of the Railways of South West & Central Southern England £25.00**

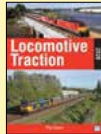
This new railway atlas by Stuart Malthouse is a complete labour of love and has taken many years to compile, showing as it does the railways of the South West and Central Southern England in astonishing detail. It shows a much wider range of railway types

and their features than on most existing maps. The area covered extends from Cornwall in the South West to Hampshire in Central Southern England, as far north as Bristol and Swindon. Industrial railways are shown as well as passenger railways, and each map is accompanied by a detailed key of the public and private railway systems with dates of operation and gauges, stations and topographical features, together with detailed opening and closing dates and name changes. A chronology of the public railway routes also accompanies each map, which includes independent public railways or independent private railways with public rail involvement. The atlas is prefaced by 76 pages of detailed information about the railways and a detailed chronology.

CR965 Edwardian Steam-**A Locomotive Kaleidoscope****£25.00 Mar**

On the eve of WWI, there were 19,245 route miles of railway in Britain. Apart from some suburban electrification in a few major city areas, this vast network was worked entirely by steam

locomotives. Each year several hundred locomotives were built while others were scrapped. The picture was therefore continually changing almost by the day, as between 1901 and 1914 a new build locomotive design or variant appeared somewhere, on average, at the rate of one every three weeks. The dramatic increase in the size of locomotives during this fairly short period was also unparalleled. It was goods rather than passenger traffic that earned most revenue for many railways. Railway engines consumed about 13 million tons of coal annually and as the pit head price of coal steadily increased, the railways sought ways to reduce their coal consumption and thereby maintain profitability, superheating being an important innovation in this respect at this time.

CR96Xabc Locomotive Traction 2020 £7.95 Nov

The book provides a concise guide to all the locomotives currently available to work on the national network, including their numbers, operators, livery and technical details. The 2020 edition of Locomotive Traction has been

thoroughly revised and updated. It is illustrated throughout with a new selection of quality photographs. This book is the essential companion for modern traction enthusiasts and for all of those with even a passing interest in the locomotives seen on the network today.

CR597 Hornby Magazine Yearbook No 12 £17.99 Nov

Hornby Magazine is at the forefront of model railway publishing, bringing you informed and exciting features on layouts, skills and the very latest products. In the 12th edition of the

Hornby Magazine Yearbook, the team takes you behind the scenes on the latest layout build, showing how it was created from start to finish. With high-quality photography, in-depth step-by-step guides and inspirational favourite layouts from the pages of Hornby Magazine, this new volume is a must-have for modellers of all ages and skill levels and offers a tantalising view of the potential of model railways.

CR596 Modern Railway 14th Edition 2020 £25.00 Dec

Produced annually by the team from Modern Railways, The Modern Railway offers a comprehensive review of the UK rail industry, along with an overview of events in Europe and includes a comprehensive directory of over 2800 suppliers and businesses involved in all aspects of the industry.

CR891 Southern Way Special Issue 16**£16.95**

Much has been written about the end of steam, but what came after has received rather less attention and yet, while the electrification scheme was carried out 'on the cheap', it was ground-breaking in many ways, not least in representing the

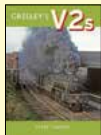
first example of high speed push-pull operation of passenger trains in the UK. Just over 50 years has passed since the start of electric working. The original rolling stock has been replaced twice and many places on the route now have service frequencies undreamt of in 1967. This book looks in detail at the electrification scheme from 1964 onwards, the implementation of electrification concurrent with maintaining the existing service, rebuilding and modernising infrastructure and, of course, the original electric and trailer sets as well as the pull-push operation beyond Bournemouth. In addition, changes subsequent to the original 1967 electrification are covered in relation to liveries as well as replacements for the original rolling stock in the ensuing 50 years.

I3836 Station Operations for the Modeller £20.00 Dec

GREAT NORTHERN BOOKS

GN105 Gresley's V2s

£25.00

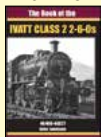


Sir Nigel Gresley's V2 Class 2-6-2 locomotive was developed during a period of great success for the London & North Eastern Railway company. The A3 Class and A4 Class Pacifics were breaking records and creating headlines

across the globe when the first V2 appeared in 1936. The class was derived from the A3 and inherited many characteristics, such as power, speed and reliability. Employed on both express freight and passenger trains, the V2s soon joined the ranks of their illustrious forebears with both footplatemen and enthusiasts alike. Gresley's V2s documents the vast majority of the 184 locomotives built through evocative colour and black and white images, alongside well-researched captions. The photographs capture the V2s at work along the East Coast Main Line and elsewhere, such as the ex-Great Central Railway main line and into Scotland. Engines are seen from the lineside, in stations and on shed.

IRWELL PRESS

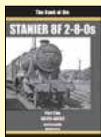
IR226 The Book of the Ivatt Class 2 2-6-0s £29.95 Nov



As the LMS Press Release explained at the time, the newest LMS 2-6-0s, though of small size and light weight, incorporated 'every modern development which has been found successful on the larger main line types.'

They had self-cleaning smokeboxes, manganese steel axlebox liners, rocking grates and hopper ashtrays. Externally, the high running plate and outside cylinders contrasted with the rather ancient looking large diameter chimney. The tender cab and inset tanks were designed for tender-first operation. The Class 2 moguls and the contemporaneous Class 2 2-6-2Ts were amongst the last new LMS designs and although intended for secondary duties, they incorporated (just like the Press Release said!) all of the refinements developed over the previous decade and honed by Ivatt on his postwar Black Fives. The two classes were designed together, sharing as many components as possible, using the same boiler, and they were very much complementary.

IR228 The Book of the Stanier 8F 2-8-0s Part 2 £29.95 Nov



Latest in the longstanding 'Book Of' series, five parts to adequately cover the vast number of locomotives involved. Part One detailed those 8Fs built by/for the LMS for its own use - 8000-8125 in the 1930s with no

thought then of them becoming a British 'war locomotive' though indeed some did go abroad. Part Two concerns firstly those engines built by Crewe and North British for the LMS, 8126-8225 which never went abroad and secondly the locos built at Ministry of Supply/War Department behest and loaned to the LMS/GWR, 8226-8300. The life, times

and adventures of each (sometimes quite exotic in the case of the latter) is recorded under the individual loco, as with previous 'Books Of'.. All the usual works histories and allocations are here for every loco; liveries and tender varieties, experimental episodes and every other facet of these mighty impressive 2-8-0s, which survived to the very last days of BR steam.

IR227 TE Williams-

The Lost Colour Collection Vol 3 £29.95 Nov



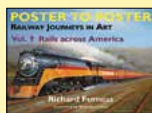
The late Tom Williams, Great Western enthusiast and photographer born in Stratford-upon-Avon in 1930, is best known for his extensive black & white

photographic work which was donated to the National Railway Museum in York by his family after his untimely death at the age of forty nine in 1980. His little-known 35mm colour transparency work, however, was retained by his youngest son, Owen and is currently under restoration by his eldest son, Phillip. Although centring on the Western Region of British Railways, around the idyllic Warwickshire and Cotswold countryside, we are also treated to locations as diverse as Bristol, Reading, New Barnet, Twyford, Eastleigh and Crew, to name but a few. We also have a chapter dedicated to the challenging section of main line between Newton Abbot and Plymouth. This volume will provide invaluable information for any serious railway modeller.

MENIDDER & GRACE

JDF69 Poster to Poster: Railway Journeys in

Art V 9 Rails Across America £40.00 Dec



Railway Journeys in Art volume 9 takes a journey around America from the east to the west coast. The result is a stunning artistic guide to North American

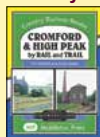
destinations and railway poster heritage. With the particular support from the Newberry Foundation in Chicago, Boston Public Library, The California State Railroad Museum and of Swann Galleries in New York, this volume contains much new research. Several of the new posters have been uncovered from unlikely sources and will certainly be of interest to collectors and enthusiasts.

MIDDLETON PRESS

M5635 Cromford and High Peak

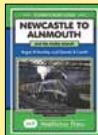
by Rail and Trail

£18.95



This book covers the Cromford and High Peak line. This unusual route began as a link between canals east and west of the Pennine Peaks, which were too high for boats. It only ever carried goods regularly, due to the steep gradients and cable-worked inclines. Herein are answers to the trail walker's many questions.

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

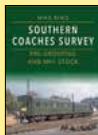
M5636 Newcastle to Alnmouth**£18.95 Nov**

This book covers the Newcastle to Alnmouth line which includes the Amble branch. This journey is one of the country's premier routes. It leaves Newcastle Central and travels through the city's northern suburbs to arrive at the collieries of the South East coalfield. After that it heads to its final destination, Alnmouth in historic and beautiful Northumberland.

OPC**OP696 Modern Locomotives of the UK £25.00 Nov**

Post privatisation, locomotive haulage of passenger trains has not been favoured and most additions to the passenger fleet have been in the form of diesel and electric multiple units. However, new locomotive types have also been

introduced and this book provides their story from conception, to ordering, construction, testing, delivery and entry into traffic. Included are chapters on each of the new Classes: 66, 67, 68, 70 and 88 examining areas such as teething troubles, regular operations, liveries and names. It will also feature the Class 59s the first privately owned locos on the network in 1986 and the forerunner to the Class 66. Also covered are the major rebuilds of ex-BR classes such as the 57s, both types of 73/9 and also the GBRf Class 56 project. This book is a comprehensive and authoritative survey of the locomotives of the post -privatisation era and will be welcomed by all those interested in the current railway scene in Britain.

OP665 Southern Coaches Survey**Pre-Grouping and Mk1 Stock****£25.00 Nov**

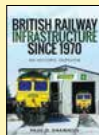
Those interested in the Southern Railway and the Southern Region of British Railways will know of Mike King's previously published and acclaimed volumes, *An Illustrated History of Southern Coaches* and *An Illustrated*

History of Southern Push-Pull Stock. This addition to that series focuses on coaching stock inherited by the SR from the pre-grouping companies from which it was constituted, some of which was very long lived. Among the many vehicles covered in this volume are; LSWR two coach branch and 3-Lav sets, SECR 3 coach Birdcage sets and 60ft 10 compartment Thirds, LBSCR Balloon stock, six-wheelers and vans, Bulleid and Maunsell designed vans for passenger train use and BR Mk1 corridor and non-corridor stock. The detailed text is supplemented by many photographs and scale drawings, information on set/coach numbering and details of the services on which the various vehicles could be found.

PEN & SWORD**P6656 Britain's Railway Disasters****£12.99 Nov**

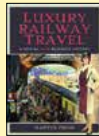
Passengers on the early railways took their lives in their hands every time they got on board a train. It was so dangerous that they could buy an insurance policy with their ticket. There seemed to be an acceptance that the

level of danger was tolerable in return for the speed of travel that was now available to them. *British Railway Disasters* looks at the most serious railway accidents from the origins of the development of the train up to the present day. Seriousness is judged on the number of those who died. Information gleaned from various newspaper reports is compared with official reports on the accidents. The book will appeal to all those with a fascination for rail transport as well as those with a love of history. The author examines the social context of how injuries and deaths on the railways were seen in the early days, as well as how claims in the courts became more common, leading to a series of medical investigations as to how travelling and crashing at high speed affected the human body.

P3479 British Railway Infrastructure Since 1970s- A Historic Overview**£25.00 Nov**

This book examines in words and pictures the huge changes that have taken place in the last 50 years on the British railway network. We see how steam-age infrastructure has gradually given way to a streamlined modern

railway. The beginning of the period saw the final stages of the Beeching cuts, with the closure of some rural branches and lesser-used stations. Since the 1980s the tide has turned and numerous lines and stations have joined or rejoined the network. As for freight, we see how the complex operations of the 20th century have been replaced by a far smaller number of specialised terminals, while marshalling yards in the traditional sense have all but disappeared. And the long process of updating our railway signalling has continued apace, even though some semaphore gems have managed to survive into the 21st century.

P1324 Luxury Railway Travel-**A Social & Business History****£35.00**

British luxury rail travel was not just the domain of the Pullman Company. In fact, they were far from the only providers as railway companies in Britain were extremely active from

Victorian times competing for leisure business. Various railway operators were at the forefront of deluxe rail travel services across pre-grouping, Big Four and BR eras when first-class travel was increasingly adapted for the needs of the business community. Recently Britain's railway heritage has been responsible for kick-starting a modern tourist spectacle as specialist operators run luxury day excursion, sleeping-car and fine-dining

All these books due shortly. To order phone 01457 861508

trains. Martyn Pring has carried out considerable research tracing the evolution of British luxury train travel weaving railway, social and travel history threads around a number of Britain's mainline routes. Drawing on contemporary coverage, he chronicles the luxury products and services shaped by railway companies and hospitality businesses for Britain's burgeoning upper and middle-classes.

P3591 Main Line Operations

Around Manchester

£25.00 Jan

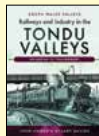


This book illustrates one of the country's best loved railway companies in the days of steam. Maps, charts, timetables and photographs are used to give the reader a sense of a journey from the compact terminus in Manchester to Godley, the limits of the system, at first opening. The reader is transported back to the original London Road station, using maps, and is walked through the small station to notice the variety of engines, signals and trains that operated there. Gorton, the company's shed and locomotive works as well as its 'across the track' rivals of Beyer, Peacock, are studied. The railway cross-road at Guide Bridge is given due importance and readers may well ponder on the contrast of ruralness of Ardwick, Fairfield and Fallowfield, then, and now. Pictures, and extensive captions, have been selected to show the variety of engines used and facets of stations or procedures.

P2725 Railways and Industry in the Tondy Valleys

Bridgend to Treherbert

£30.00

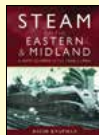


The book begins with a history of the industrial development of the Tondy Valleys, including the succession of great industrialists who led the way in the area. This is followed by a chapter on the position of the Tondy Valleys in the South Wales Coalfield with colliery and colliery company details. Railway passenger services and Railways and Industry in the next covered, followed by railway coal services. There then follows a detailed account of the sole railway depot which covered all the operations in the Tondy Valleys. A location specific account then follows of Llynfi Valley detailing both railway and colliery aspects, following the line from Bridgend, through Tondy, and all locations to Cymmer Afan and on to the original terminus at Abergwynfi, then from Blaengwynfi through the Rhondda Tunnel to Treherbert. The north end of the South Wales Mineral Railway became an adjunct to the Tondy Valley with the closure of the former Rhondda & Swansea Bay line and this is also included in similar detail.

P9178 Steam on the Eastern & Midland

A New Glimpse of the 1950s & 1960s

£25.00



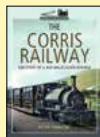
This is the second book from David Knapman's personal record of railway views that were captured in the late 1950s and 1960s, until the demise of steam on British Railways. The style of the book, in keeping with Steam on the Southern and

Western, is the well tried and tested pictures and captions format and the majority of pictures are black and white photography. Not every picture portrays a train as there are interesting branch line and infrastructure scenes to view as well, whilst trains will be on main line and secondary routes. The book carries its share of photographs of British Railways standard locomotives in the locations appropriate to the regions. Where preservation starts to overlap with the still active steam scene, some historic photographs are included. Photographs will be grouped by a particular location. Each of these topic areas will provide a flavour of the railway activity at the time.

P1753 The Corris Railway - The Story

of a Mid-Wales Slates Railway

£30.00 Nov



One of Wales' oldest narrow gauge railways, the 2ft 3in gauge Corris Railway was built to carry slate from several quarries in the Dulas valley to wharves on the river Dyfi. At first forbidden to use steam locomotives or to carry passengers, it overcame these obstacles and became an essential part of the community that it served. It was also a forerunner in encouraging tourists, offering inclusive tours to nearby Talylyn, passengers travelling on the train and on railway-operated road services. Taken over by the Great Western Railway in 1930, the railway was closed by British Railways in 1948, apparently for good. Fortunately, the last two steam locomotives and some rolling stock was saved by the nearby Talylyn Railway, where it played an essential role in that railway's preservation. Eventually, the thoughts of enthusiasts turned to reviving the Corris Railway, and, after many twists and turns, the first passengers were carried on a short section in 2002.

SILVER LINK

S4505 A Recollections Tour of Britain

Transport Travelogue 1948-1971

£34.00 Nov



The Combined Volume of a set of 6 additions to the bestselling Recollections series taking us on a nostalgic tour of Britain during the 1950s, 60s and 70s. Cedric

Greenwood takes us on a photographic journey from Cornwall to Scotland with a wide selection of atmospheric shots taken during those three decades. Using the means of transport available including buses, trams, trains and ships we see the street scenes and life as it was back then. The fashions, the vehicles, the shops, the industries, the landscape and much, much more frozen in the moment and captured by Cedric's camera for us to enjoy 40, 50, 60 years later.

S5294 BR P&P 69 Swindon to Bristol

£20.00



Now part of the successful GWR franchise the line from Swindon to Bristol forms part of Brunel's original Great Western Railway from Paddington to Bristol, Wales and the South of England. In this volume John and Tim take the reader on a fascinating journey along the

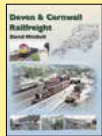
route visiting numerous locations. The number of stations has been reduced over the years, for example, Dauntsey and Christain Malford, closing many years ago due to the preference for motor car travel. However, the tide is turning and rail travel is becoming ever more popular with passenger numbers steadily increasing. The need for greater capacity has seen considerable investment in modernisation of the infrastructure. Details of this transformation can be found in 'Transformation of the Western Region', also by Silver Link. Using contrasting and complementary views the authors show the railways as it used to be in the days of steam and semaphore signalling through the diesel era and right up to the present day electrified railway.

S4545 Model Railways Explain (Beyond the Beginning) £20.00 Feb



Brian Lambert has produced his second book on building your own model railway. After the success of his first book, 'The Newcomer's Guide to Model Railways' he has now set out to give a more in-depth guide to building your own set. This book is aimed at those seasoned modellers who want a help and ideas on taking their railways a step further.

S4557 Passengers Once More Scotland £20.00 Apr
S4473 Rail Freight Devon and Cornwall £40.00



The way it was. This book looks at the Devon and Cornwall freight industry from a historical perspective. It covers: traffic connected to an agriculture based economy, including a look at broccoli traffic; milk traffic, giving a brief history of some individual dairies from 1960s through to the end in 1981; and clay traffic, including China clay and Ball clay. Other cargo included in this book is grain and fertiliser, oil and coal, cement and timber traffic, to name but a few. This book even covers the MOD with a short section on how they dealt with the traffic to local bases such as the nuclear traffic moved from Devonport Dockyard from 1970s onwards. This hardback publication has over 150 colour and black & white images to accompany this 128 page historical look back at railway freight in Devon and Cornwall.

S4488 Rlymen of the Welsh Valleys 1914-67 £25.00 Jan



This book 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.

S4548 Running on Rails £25.00 Dec



This new title from the authors of 'A World of Rail', John Legg and Ian Peaty, takes us on a fascinating tour of Britain's rail-borne transport system, or rather systems, as it covers a wide variety of locations and gauges. The variety of

rolling stock is a feature including of both passenger and freight vehicles. Locations range from London's Underground to the Bass Brewery in Burton-upon-Trent and from Ford's Dagenham plant to the whisky distilleries of Scotland. This is a book that takes the reader off the beaten track, over many years, to provide a wide variety of images from all sorts of unusual and rarely seen passenger and freight services the length and breadth of the country. Images from the earliest days of railways right up to the modern day scene are accompanied by informative text and detailed captions.

S4546 The Beeching Legacy: The West Country 2nd Edition with Colour £25.00



The year 1963 saw the publication of the infamous 'Beeching Report', The Reshaping of British Railways. In fact, this 'reshaping' involved the radical downsizing of the existing rail network.

Hundreds of stations would be closed to both freight and passenger traffic together with thousands of miles of track, while many staff would lose their jobs. This series looks at the background to the Report, and how it affected different parts of the country. This volume covers West Somerset, Devon and Cornwall, listing and describing all the lines that closed. This well-researched text is supported by maps and contemporary photographs and timetables. It also lists pre-Beeching closures, lines that closed despite not being listed in the Report, those that survived the Report, and the numerous wayside stations that closed on the lines that remained open. This book attempts to catalogue what was lost and what remains.

S4564 Photographic Artistry of Rail Cameramen 2 £35.00 Nov

UNIQUE PUBLISHING SERVICES LTD

UQE36 Great Central from Nationalisation to Rationalisation £9.99



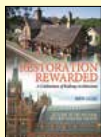
In an era where the construction of a fast main line to the north, HS2, is the subject of major controversy, it's easy to forget that Britain once did possess a major main line built to continental

loading gauge and thus capable of carrying much larger trains than those on much of the network. The product of one man's ambition, the Great Central main line from Sheffield to Nottingham was part of Sir Edward Watkin's grand plans to connect the heart of British industry with London and Europe. The last great main line to be completed in the 19th century, the route south from Sheffield to London Marylebone via Nottingham, Leicester and Rugby was ultimately to become the victim of railway rationalisation. Half a

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century on, the loss of this route is still a cause for regret amongst both enthusiasts and professionals alike. Drawing upon an impressive archive of rare or previously unpublished images, this book is a pictorial tribute to the last two decades of this important and hugely popular route.

UQE37 Restoration Rewarded- A Celebration of Railway Architecture £19.99 Dec



The development of Britain's railway network resulted in the construction of countless superbly designed stations, viaducts, tunnels and other important structures. The early railways took a pride in the impression that they gave to intending passengers and often employed notable architects to design these impressive buildings and, as the railway companies expanded, they often employed in-house architects. Whilst groups such as the Victorian Society were at the forefront of campaigns to see buildings retained, there remained a fundamental problem of encouraging owners to preserve them and, more importantly, restore them to the highest standards. Recognising that highlighting good practice in restoration could be achieved through an awards scheme, the Best Restored Station Competition was launched in 1979. In this, the 40th anniversary year of the awards, Restoration Rewarded recalls some of the classic buildings that have been featured in this fascinating annual competition.

VISIONS INTERNATIONAL

VISDF The Deltic Family 1955-1973 £27.95



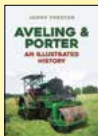
The Deltic Family 1955-1973 primarily features the Deltics in their pre-TOPS years. However, the Prototype and the Baby Deltic are also featured and DP2 for good measure. This wonderful collection of photographs takes a chronological

journey from Deltic's launch in 1955, through to the introduction of the Baby Deltics in 1959 and the production Deltics in 1961. Most chapters feature a single year and show the locomotives at work and rest. Modifications are highlighted as are the livery changes the locomotives underwent. This book is a must for all Deltic enthusiasts. A4, 132 pages with 250 photographs.

OTHER TRANSPORT BOOKS

AMBERLEY PUBLISHING

A8882 Aveling & Porter- Illustrated History £14.99 Nov



Thomas Aveling, a farmer and self-taught engineer, became the 'father of the traction engine'. This resulted from efforts to improve agricultural machinery. After success with steam ploughing his conversion of the portable steam engine,

making it self-propelling, produced the first commercially successful traction engine. Establishing a factory in Strood, Kent in 1861, Aveling's need for finance lead to partnership with Richard Porter in 1862. This was an ideal relationship that freed Aveling to concentrate on the engineering. Aveling's innovations included numerous patents covering improvements to engine layout, to steering and to geared drive. The product that brought the firm international recognition was the steam road roller marketed in 1867. As the world's most prolific manufacturer, Aveling & Porter became synonymous with the road roller. Profitable as a firm until the failure of the Agricultural and General Engineers combine, the firm was to be resurrected as Aveling Barford in 1934.

CAR BOOKS

AMBERLEY PUBLISHING

A9091 Gilbern Cars £14.99



The Gilbern motorcar was the only motorcar to ever be produced in Wales and made use of the iconic Welsh Dragon for a badge. Over the short period of 1959 to 1973 it evolved through several changes of ownership from a

basic enthusiast's sporty coupe in to a gentleman's sporting tourer. Some of the manufacturer's models included the Gilbern GT, Golbern Genie and Gilbern Invader, all are featured here. With a wealth of fascinating illustrations, Michael Burgess charts the story of this remarkable company and is an essential read for anybody with an interest in the history of British car manufacturers.

A6528 Peugeot 205 GTi £14.99 Feb

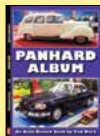
This book covers the engineering and design features that made the 205 so special. Within a stylish design, it offered a variety of lively petrol and diesel engines while the suspension, with MacPherson struts at the front and torsion arms with trailing arms at the back, offered excellent ride and handling. Soon the first GTi version was produced with an eager free-revving 1600 engine. In 1986 a 1900 version was introduced. The book also covers the rally versions of the car for Peugeot Talbot Sport and its continuing success in amateur motorsport today as well as the CTI Cabriolet and special editions. Drawing on his personal experience of driving a renovated Peugeot 205 GTi, Matthew Corrigan also provides advice on restoration, parts, used-car values and other ownership tips.

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MALVERN HOUSE PUBLICATIONS

MH154 Panhard Album

£5.95 Nov



In 1887 Panhard & Levassor began making Daimler engines under licence, and in 1891 they conceived the automobile layout which would become standard worldwide. A vertical engine was located at the front of a four-wheel

chassis with sprung suspension, driving the rear wheels through a friction clutch and a series of gears. It may seem to be an obvious layout today, but up to that time there was no consensus of opinion about the 'right' way to design cars. Panhard was also the first car to have a windscreen. They were the leading car manufacturers in the world in the early years of the motor car, but after the death of co-founder Emile Levassor in 1897 the firm began to struggle. The early image of the company as a race-winning dynamic force at the forefront of technical innovation was replaced by that of a maker of expensive luxury cars. By the 1930s the large art deco sleeve-valve Panhards were expensive and dated, bringing Panhard to the verge of collapse. This book tells the story of Panhard.

MH152 Porsche Album Part 1

£5.95

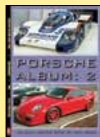


Porsche was another of those stories which just would not fit into one Auto Review publication. Previously we have split some longer accounts thematically; road cars and race cars in separate volumes, for example. At other times we

have divided the story chronologically, choosing a point in time at which to end one Album, and thus to begin the other Album. In the case of Porsche we chose the latter course, but deciding the 'split' date was difficult. In the end the decision fell on 1980, give or take. Broadly speaking, all Porsche Types which had begun life by 1980 are included here, and those that originated after 1980 are in Part 2. Obviously some types spanned across the 1970s to the 1980s, so as far as possible the full story of any type which had gone into production by 1980 is told in these pages. The only major exception is the 911, the cornerstone of the Porsche range. Its early years are described here, and the continued story of its long life from the 1980s onwards is told in Part Two.

MH155 Porsche Album Part 2

£5.95 Nov



Broadly speaking, all Porsche Types which had begun life by 1980 are described in Part 1, and those that originated after 1980 are included here. Obviously some types spanned across the 1970s to the 1980s, so as far as

possible the full story of any type which had gone into production by 1980 is told in Part 1. That means that, although our start date here is around 1980, some cars still in production in the 1990s are not described in this publication, having already been covered in Part 1. The only major exception is the 911, the cornerstone of the Porsche range. Its early years were described in Part 1, and the continued

story of its long life from the 1980s onwards is told here. This is a long and complex tale to tell in just two Auto Review publications. Due to our restricted space we have not been able to treat this extensive subject in great depth. Many descriptions have had to be compressed in these pages, and some material left out altogether.

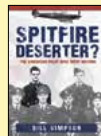
AIRCRAFT BOOKS

AMBERLEY PUBLISHING

A9622 Spitfire Deserter? The American

Pilot who went Missing

£10.99 Dec



In the early morning of 20 April 1942, 47 Spitfire Vs of 601 and 603 Squadrons of the Auxiliary Air Force launched from the deck of the American aircraft carrier the USS Wasp, which had sailed to a position north of Algiers. The planes

were bound for Malta. At the time, the island was under heavy siege by Axis forces. Salvatore Walcott's Spitfire never made it; he crash-landed in North Africa, part of Vichy France, and was interned. After attempting to escape, Walcott was liberated at the end of 1942. He returned to the UK and joined the US Army Air Corps and continued to serve as a pilot until the end of the war and afterwards with the USAF during the Berlin airlift. These are the bare bones of the story. But was that landing in Africa 'an inexplicable defection', as it has been described? Here is the evidence, alongside an exploration of American and British attitudes to men like Walcott who served under foreign flags.

CRECY

CR937 Civil Aircraft Markings 2020

£11.95 Apr



The new 2020 edition of this best-selling annual publication builds on the long history and heritage of the title. First published in 1950, this is the 70th edition of Civil Aircraft Markings. When it was first published all those years ago, the

book quickly achieved the status it still retains as the go-to publication for up to date information on the rapidly changing world of civil aviation. The 2020 edition has been fully revised and updated as usual and has a new and enhanced photographic section. Compiled by one of the UK's most widely respected aviation authors, this classic aviation reference title continues to flourish and its publication is eagerly awaited every Spring by a legion of civil aviation enthusiasts.

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CR938 Military Aircraft Markings 2020 £11.95 Apr



First published in the 1970s, *Military Aircraft Markings* has become an indispensable annual publication for aircraft enthusiasts, historians and students of military aviation. At the heart of *Military Aircraft Markings* is the most complete listing of all the aircraft of the UK Armed Forces - the Royal Air Force, Royal Navy, Army and associated units. For each entry the military serial, aircraft type, unit/operator and usual base is given. *Military Aircraft Markings 2020* has been fully revised and updated by one of Britain's leading authorities on military aviation. The book's annual publication is eagerly anticipated by a large number of aviation enthusiasts who look forward to acquiring the latest edition of this indispensable guide to their hobby.

PEN & SWORD

P5874 Early French Aviation 1905-1930 £14.99



France has been called the cradle of aviation by many a fact that cannot be disputed. By the end of the 19th century, she led the world in lighter-than-air flight. Any concern about heavier-than-air flight was dismissed as inevitable, and France would achieve it in due course. By the time Bleriot bravely enquired 'which way is England?' the country was ready to redress any perceived shortfall. Besides leading European aviation, France was the nation that named all the parts of an aeroplane with words many of which we still use today. All these technological achievements and all this innovation drew reporters and photographers like moths to a flame. The men, the machines, the places and the events all were recorded, reported, reproduced and then were filed away. In the mid-1990s the author came across one such treasure-trove; a number of albums containing around 500 images of aircraft, airships and expositions, so this will probably be the first time these French pioneers have ever been showcased.

SHIPPING & MARITIME BOOKS

AMBERLEY PUBLISHING

A9732 River Thames Shipping Since 2000- Cargo Shipping £14.99 Dec



Take a look at the River Thames in East London now and you would think that it is commercially dead. Where once the banks of the river were lined with riverside wharves, these have been replaced by or converted to luxury apartments. The mighty London Docks, including the 'Royals', once the largest expanse of enclosed dockland in the world, had all closed by 1983 and have since been redeveloped as Docklands; with a financial centre, London City Airport, the University of East London, houses, shopping and other amenities. But the commercial life of the River didn't die - it just moved downriver. Tilbury Docks were adapted from 1968 to handle the new pattern of container ships and roll-on, roll-off ferries. New terminals were built with easy access to the M25 and Dartford Tunnel. This book takes a look at the varying commercial shipping that has worked on the Thames since 2000.

A9071 River Thames Shipping Since 2000- Passenger Ships, Ferries, Heritage Shipping & More £14.99 Feb

This book takes further look at the life of the River Thames after the millennium but this time, author, Malcolm Batten focuses on the passenger ships and ferries which travel up and down the banks of this impressive river. This book is design to be a companion to the above 'Cargo Shipping' publication.

A9446 The First Atlantic Liner

Brunel's Great Western Steamship £9.99



The Great Western is the least known of Isambard Kingdom Brunel's three ships, being overshadowed by the later careers of the Great Britain and the Great Eastern. However, the Great Western was the first great success, confounding the critics in becoming the fastest ship to steam continuously across the Atlantic, and began the era of luxury transatlantic liners. This book examines the businessmen, the shipbuilding committee and Brunel and looks at life on board for the crew and the passengers using diaries from the US and England. The ship's first voyage made headline news in New York and London and involved a race with the small steamship Sirius. The Great Western's maiden voyage was a triumph, and this wooden paddle steamer became the wonder of her age. She linked antebellum New York with the London of Charles Dickens and the youthful Queen Victoria. The ship continued to carry the rich and the famous across the Atlantic for 18 years.

FERRY PUBLICATIONS

F6828 Ferries 2020

£19.00



The 2020 edition of *Ferries* focuses on WB Yeats Irish Ferries' new continental ferry, Stena Line's new Holyhead Ferry, Stena Estrid, Hurtigruten's hybrid explorer ship the Roald Amundsen, Steam Packet's new tonnage on the horizon and Cobelfret, the dynamic freight operators of the North Sea. The book includes comprehensive coverage of all British and European Ferry operations as usual and full fleet listings. With statistical information on traffic on the major Northern European Routes.

F6830 The Gosport Liners

£18.00 Dec



The Gosport ferry service represents part of a proud nautical tradition which has long been associated with Portsmouth Harbour. Although a floating bridge was established in 1840, it was not until 1869 that the

first privately owned steam launch began to ply its trade across the narrow neck of water between both towns. Its introduction was met by fierce hostility from the traditional wherrymen who did everything in their power to prevent their livelihoods from being threatened by the new mode of transport. Until their merger in 1962, 2 rival launch operators vied for the lucrative cross-harbour traffic and in late 2004, the Portsmouth Harbour Ferry Company was acquired by Falkland Islands Holdings plc. For almost 100 years the basic plan and open nature of the steam launches changed little although the 1950s saw the introduction of diesel propulsion and in 1966 the twin 'Queen' vessels revolutionised the design and performance of these sturdy craft. Today, 3 modern launches operate the four minute link.

F6825 The North Sea Bridge

£22.00 Dec



For nearly two centuries, the Nordic Countries (Denmark, Finland, Iceland, Norway and Sweden) enjoyed direct passenger ferry connections to the United Kingdom. Drawing from sources in multiple languages, this book explores

the development of the Scandinavia-UK ferry services from the first passenger-cargo steamers of the early 19th century to the ground-breaking cruise ferries of the second half of the 20th century, and the final closure of the services during the first decades of the new millennia.

F6819 Travelling to the Continent by Ferry From Britain 1958-2018

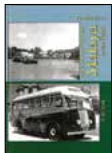
£18.95 Dec



This nostalgic publication will give the reader an insight into the ferry operation from Britain to the Continent from the late 1950's to 2018. Each of the principle routes serving Holland, Belgium, France, Spain and Scandinavia will be covered with a brief history, together with a wealth of photographs, brochures and other memorabilia. The book will also include the Night Ferry service via Dover and the other train ferry services to the Continent. The book will also be complimented by maps to assist the reader on now defunct routes from the UK.

FEATURED PUBLISHER- DTS PUBLISHING

- DTS30 A Country Busman - Corona Coaches £14.50**
DT5X2 Bus Journeys Through Malaya
in the 1950s 2nd Ed £15.95



This book is an A4 softback which details the journey of buses through Malaya from Singapore to Alor Star in 1950s. The book contains around 200 black and white photographs of these journeys.

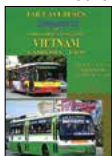
- DTS12 ColourScene East Kent & Maidstone & District 1970-85 Vol 1 £21.95**
DTS31 ColourScene East Kent & Maidstone & District 1986-97 Vol 2 £20.95



Colour photos covering 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 and will appeal to all bus enthusiasts. 349 colour photos. 96 pages hardback.

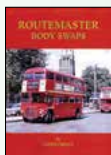
- DT5X3 Far East Buses - Bangkok - Part One Trams and Buses to 1976 £21.95**
DT5X4 Far East Buses - Bangkok - Part Two BMTA Era From 1976 £23.95
DT542 Far East Buses - French Indochina-Vietnam, Laos and Cambodia £25.95



This book forms part of the popular Far East Buses series and covers the period from the late 19th century up to modern times. The bus fleets in Hanoi and Saigon have been recorded in greater detail than elsewhere and a surprising amount of information has been found. Much of the book is a compilation and draws on the photos and records of visitors to the region, sometimes of only a few days duration. Hence it is sub-titled 'Snapshots'. As with previous Far East Buses books in this series, the trams are included and the French-owned systems in both Hanoi and Saigon (the latter today's Ho Chi Minh City) are covered, the earliest views being from the commercial postcards so beloved of European expatriates in French Indochina and elsewhere. Some photographs were contributed by a former US serviceman whose duties during the 1970s took him to what was then known as South Vietnam. There are no equivalent contributions from North Vietnam for the same period.

- DT507 Far East Buses - George Town, Penang Trams Trolleybuses and Hills Railway £22.95**
DTS93 Hong Kong Buses Volume 2 Kowloon Motor Bus H/B £35.00
DTS81 Hong Kong Buses Volume 2 Kowloon Motor Bus S/B £29.95
DTS28 Hong Kong Buses Vol 6 Lantau Island £26.95
DTS60 DMS Colour Scene in Hong Kong £20.00

- DTS23 Bus Fleets on the Portuguese Islands of Madeira and the Azores £22.95**
DT510 Portuguese Buses Volume 2 Cities & Municipalities £24.95
DT5X8 Portuguese Buses Volume 3 The Bus Fleets Of The RN 1975-1995 £27.95
DT5X1 Portuguese Buses Volume 4 The Bus Fleets Of The RN Successor £28.95
DT5X9 Portuguese Buses Volume 5 Major Portuguese Bus Fleet Before Nationalisation £37.95
DT5X7 Routemaster Body Swaps-2014 (Re-issue) £8.95



This book was originally published in the year of the 50th Anniversary of the first test runs of the now famous Routemaster and lists every body swap that took place under the Aldernham system up until this practice ceased in 1974.

- 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 £26.95
DTS75 Singapore Buses Vol 1 Singapore Bus Service P1 £19.95



This is part one of volume one of 'Singapore Bus Services' by DTS publishing. This A4 format soft back book looks at early single-deck buses and the first double-deckers. Part two picks-up from where Part One left off, at around 1983 and brings the story up to the end of 2005 with the appearance of the Volvo B9TL three-axle double-deckers.

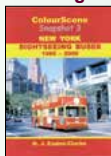
- DT5X6 Southdown Queen Marys-2014 Update £24.95**
DTS06 Bus Fleets of Cyprus £23.95 £14.00



A complete review of buses on Cyprus from the 1920s through to today. The background to the introduction of motor buses is provided and chapters look at the post war developments, key pioneers, buses and the military, urban bus operators and much more,

including the buses themselves.

- DTS32 Colourscene Snapshot 3 New York Sightseeing Buses £49.95 £12.00**



Nigel Eadon-Clarke turns his attention to the sightseeing buses of New York in his third all colour book. 128 pages in the same format as his previous volumes on Chiswick and the RT. Includes: Bristol FLFs; Bristol VRTs; Daimler Fleetlines; Leyland Atlanteans;

MCW Metroliners; LT DMSs; LT Metroliners; Leyland Olympians; Neoplans and an RT and an RM. C200 colour photos, c128 pages hardback.

BUS & TROLLEYBUS BOOKS

ADAM GORDON

AG416 London Trolleybus Depots Part 2 £39.00

AMBERLEY PUBLISHING

A8035 Aberdeen Corporation & its Successors £14.99

A7759 AEC Double-Deckers £14.99

A8954 AEC Regents in Service in 1960s & 1970s £14.99

A7672 AEC Single-Deckers £14.99

A7935 Airport Buses £14.99

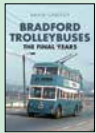
A7404 Arriva Serving Scotland £14.99

A7676 Bexley Buses £14.99

A7058 Birmingham Buses after Withdrawal £15.99

A8445 Birmingham Buses, Trams & Trolleys in WWII £14.99

A9479 Bradford Trolleybuses: Final Years £14.99



Bradford had the distinction of running its trolleybus system for over sixty years, being, along with Leeds, the first to operate in Britain. Both systems started in 1911 and Bradford went on to become the last Trolleybus operator in Britain,

closing in 1972. This book is a collection of photographs recorded from 1969 to 1972. For system complexity, and scenically, Bradford was ideally suited to trolleybus operation with its long gradients on its routes out of the city centre. The fleet numbered some 100 vehicles in 1969, mostly re-bodied wartime chassis – however, there were also three classes retaining their original bodies, which have been recorded within. Some twenty or so have been saved for preservation, mostly at the Sandtoft Museum near Doncaster.

A7342 Bristol Omnibus Company- Twilight Years £14.99

A7885 Britain's Bendy Buses £14.99

A8135 British Buses & Coaches in Late 1970s £14.99

A8601 British Independent Buses in the 1980s £14.99

A9263 British Buses in Portugal £14.99



From 1940 until the 1970s Britain supplied Portugal with many of its bus chassis. In the capital city of Lisbon, the local operator was CCFL who were the first buyer of heavyweight British-built bus chassis. Between 1947 and 1949

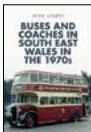
some 141 single-deckers were placed in service, mostly being AEC Regal IIIs, but with a smattering of Leyland OPS1s, Albion Valkyries and Maudslay Marathons. Many of the AECs were rebodied in the 1960s. The first double-deckers were Leyland Titan PD1As arriving in 1947, but from 1950 a large fleet of AEC Regent III and Vs were purchased with the last ones arriving in 1967 as integral UTIC-AECs. Small batches of Guy Conquest and AEC Reliances single-deckers arrived in the 1960s while between 1967 and 1972 55 Daimler Fleetlines were purchased, but these were the final British chassis built for Lisbon. Harvey tells the story of British buses in both Lisbon and Portugal as a whole, documenting a period where public transport in Portugal would have seemed familiar to any British tourist.

A9020 British-Built Buses Abroad in the 1980s £14.99

A7492 Bus Dealers & Breakers of Yorkshire £14.99

A9006 Buses & Coaches in South East Wales in the 1970s

£14.99



This book covers bus and coach operators in South East Wales between 1968 and 1986, which marks the year of bus deregulation. In 1968 South East Wales consisted of the counties of Glamorganshire and Monmouthshire; the 1974 Local Government Reorganisation saw Glamorganshire split into three (Mid, South and West Glamorgan) and Monmouthshire renamed Gwent, all with some boundary changes. Most of the vehicles and many of the operators depicted in this book no longer exist, so it is very much a nostalgic collection. As well as stage-carriage and coach operators, the author has included a small number of non-PSVs where the vehicle and/or operator is of interest.

A8778 Buses in Northern England £14.99



This collection features images of buses taken throughout most of Northern England although it mainly concentrates on the historic counties of Lancashire and Yorkshire. Other places, however, are included such as New Brighton,

Birkenhead, Warrington during the time of the bus war in 1995, Hartlepool, Bishop Auckland, Barrow-in-Furness, Workington, Carlisle and Middlesbrough. There are images taken from a wide area from Chester to Hull and from Sheffield to Carlisle, taking in some now-vanished operators such as Halifax Joint Committee, Northern Blue and Black Prince, as well as other operators that have been rebranded by the large groups such as GM Buses North, Mainline in Sheffield, Yorkshire Rider and West Yorkshire. There is great variety in this book including some familiar but long-vanished buses such as East Yorkshire's Routemasters and Bristol VRTs, Warrington's Atlanteans and Dominators and Yorkshire Rider's Metrobuses and Atlanteans.

A8784 Buses in Outer London Since 1990 £14.99



Adhering to what is considered statutory Outer London, this collection of images covers various vehicle types, operators and locations in Outer London since 1990. This book covers the final few years of London Buses plus various independent operators such as Capital Citybus and Grey Green on LRT tendered routes. It also covers the gradual fading away of familiar London types such as Fleetlines, Metrobuses and Titans, and their replacement by more modern double-deckers such as Tridents, as well as other examples. It includes images of buses taken in a variety of locations including Wimbledon, Twickenham, Golders Green and many more.

A8025 Central London Buses 1967-87 RT & RM £14.99

A8541 Coaches in & Around Brighton £14.99

A8300 Doncaster Buses in Transition £14.99

A7386 East Anglian Buses 1970-1995 £14.99

A8352 East Anglian Buses Since 1990 £14.99

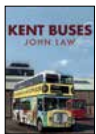
A8039 East London Buses 1990s £14.99

A8067 East London Buses- 21st Century £14.99

A8021 East London Buses: 1970s-1980s £14.99

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A8559	East Yorkshire Motor Services	£14.99
A7961	Eastern Counties- A National Bus Co	£14.99
A7945	Eastern National- The Final Years	£14.99
A6971	Hertfordshire Buses	£14.99
A7678	Huddersfield Trolleys & Buses	£14.99
A8229	Hull Trolleybuses- The Final Decade	£14.99
A8041	Isle of Man Transport in the 1970s	£14.99
A8896	Kent Buses	£14.99



By 1970, the boundaries of the county of Kent had been finalised, with parts, including Bexley, Bromley and Erith, being lost to Greater London. The capital's red buses were still to be found in Dartford; otherwise the rest of west

Kent was the territory of London Country Bus Services. The centre of the county, including the Medway towns and Maidstone, was where one could find Maidstone & District's mainly Leyland fleet. Maidstone was also home to the last municipal operator in Kent, finally ceasing in 1992. Beyond Faversham and Ashford was the East Kent Road Car Company, with a fleet of predominantly AEC vehicles. Privatisation saw London Country's operations become Kentish Bus, which was later taken over by Arriva. The same fate befell Maidstone & District, while East Kent was sold Stagecoach. Very few independent operators ran bus services in Kent in the 1970s, but deregulation and council tendering meant that the smaller concerns were able to enter the fray.

A7056	Lancashire Buses in the 1980s	£14.99
A8952	Leyland PD Titans in Service Late 60s & 70s	£14.99
A8708	Leyland Single-Decker Buses	£14.99



You wouldn't think that a steam lawnmower could evolve into a high-class luxury coach or a 100-seat double-decker bus. But that's the two extremes of the Leyland story, a story that began in a Lancashire garden shed in the latter part

of the nineteenth century. Leyland Motors went on to produce thousands of vehicles for sale all over the world, vehicles such as the National - for years the standard single-decker bus for the National Bus Company. Through acquisition and merger, the majority of British vehicle manufacturers ended up under the Leyland banner, resulting in the creation of the mighty British Leyland Motor Corporation, whose subsequent fall from grace has been widely documented elsewhere. This, the second in a series of books showcasing the products of the passenger division of Leyland, concentrates on single-deck buses and, in addition to the more well-known models such as the National and Lynx, includes less successful models such as the Panther and Panther Cub.

A8702	Leyland's Big Cat Coaches	£14.99
A9103	London Buses	£14.99



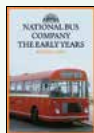
The bright red double-decker bus has become an icon of London. But its origins go back nearly 200 years to a single deck vehicle, which was painted green and drawn by three horses. This was George Shillibeer's Omnibus, a name meaning 'for all' in Latin, which he first put on the streets in 1829. A

more compact design of horse bus with an open top deck soon evolved and dominated the streets of London throughout the 19th century. A reliable motor bus, the B type, first appeared in 1910, and had replaced all the city's horse buses by 1914. A succession of ever-improving buses followed, most of them designed and built for London by the Associated Equipment Company (AEC). They acquired covered top decks, pneumatic tyres and comfortable cushion seating. The final design for London Transport was the classic Routemaster, introduced in the late 1950s and not finally retired from normal service until 2005. By this time London's modern buses were essentially almost identical to buses everywhere else.

A8403	London's Buses: Colourful Era 1985-2005	£14.99
A8752	London's Dart and Dart SLF	£14.99
A8738	London's New Routemasters	£14.99
A8397	London's Sightseeing Buses	£14.99
A9189	Lothian Buses- 100 Years & Beyond	£14.99
A7466	Lowland Scottish Buses	£14.99
A8672	Luton & District to Arriva 1986-2000	£14.99
A7452	McGill's Buses	£14.99
A7378	Midland Red in Colour	£14.99
A8674	Milton Keynes Buses	£14.99
A8637	NBC Dual Purpose Vehicles	£14.99
A7905	NBC Service Vehicles 1972-1986	£14.99

A9447 National Bus Company:

The Early Years £14.99



The years from 1969 to 1975 were a time of great change for buses in England and Wales as operations were consolidated and rationalised under the publicly owned National Bus Company. Many old, familiar operators such as Hebble, Midland General and Brighton, Hove & District were lost and new ones such as Alder Valley and London Country Bus Services were set up. Liveries were standardised across the NBC fleets, as were the vehicles being used. Explore the early years of the National Bus Company with this wonderfully evocative collection of period colour and black and white photographs compiled by transport historian Kevin Lane.

A9059	North East Buses in the 1990s	£14.99
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The North East is a region of great geographic, economic and social contrasts. Comprising the counties of Northumberland, County Durham and the former counties of Cleveland and Tyne and Wear the region has always been of immense interest to bus enthusiasts. In the 1990s armed with only his camera, an Explorer North East ticket and some money for lunch teenager Peter Tucker spent his school holidays visiting the region and recording the post-deregulation bus scene. From the smoky streets of Gateshead, Middlesbrough and South Shields to the gentler areas of Alnwick, Barnard Castle and Norton, plus everything in between, Peter Tucker was out with his camera. Peter Tucker provides a valuable record of the era's bus scene and will be of immense interest to bus enthusiasts and those with an interest in the North East.

A8354	North Yorkshire Buses	£14.99
A7356	Northampton Buses	£14.99

A9145 Open-Top Buses**£14.99**

This book looks at the most popular type of bus - the open-top bus. Although most often associated with the seaside and summer holidays, they often turn up further inland, on tourist services around towns - London being the obvious

example. Open-top buses come in all shapes and forms, from purpose-built open-toppers, convertible open-toppers, to vehicles that have had accidents involving their top decks. They could be a single bus, or a fleet of them. Duties could be varied - open-tops naturally being in demand during the summer months, while being put aside during winter. Being open-topped often prolonged the vehicles life, many lasting longer open-topped than roofed. Covering the period from the 1980s to the present day, Vernon Smith looks at buses across different parts of England, with both fleet operators and single vehicle operators covered.

A8378 Preston Buses Before & After Dereg **£14.99****A9457 Royal Blue Days** **£14.99**

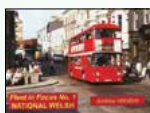
One of the great names of the British bus and coach industry was Royal Blue, whose vehicles were a familiar sight on the express routes between London and the West Country. For many years, Royal Blue was the name adopted by the

Southern National and Western National companies for their express services, but the origins of the name date back to the late 19th century when a horse drawn coach service linked Bournemouth with the Southampton and Dorchester Railway. The Royal Blue operation grew under the ownership of the Elliott family until it was acquired by the two subsidiaries of the Tilling Group. As part of this group, the company ultimately ended up integrated into the National Bus Company and its individual identity was lost with the creation of NBC's long-distance coaching arm, National Express. This book was originally published in hardback in 2008 by one of Britain's foremost transport publishers and is now available for the first time in paperback.

A7456 Scotland's Independent Coach Ops **£14.99****A8742 Scottish Buses During Deregulation- Another View** **£14.99****A7957 South East England Buses in the 1990s** **£14.99****A8605 South West England Buses 1990-2005** **£14.99****A8487 Stagecoach Beyond Scotland- First 20 Years** **£15.99****A7871 Stagecoach in Scotland First 20 Years** **£14.99****A7879 Stagecoach in the 21st Century** **£14.99****A9127 Strathguy Scottish Buses** **£14.99****A5025 Sussex Buses** **£14.99****A7270 The Darlington Transport Company** **£14.99****A7783 The English Bus Scene Since 1990** **£14.99****A7462 The Leyland National** **£14.99****A9115 The McKindless Group** **£14.99****A7630 Tyneside Road & Rail Services** **£14.99****A8033 United Counties Omnibus** **£14.99****A7062 Walsall Corporation Buses** **£15.99****A7344 Wilts & Dorset Buses** **£14.99****A6969 Yorkshire Traction Buses** **£14.99****A7951 Yorkshire Buses****£14.99**

Yorkshire can boast some of the most interesting countryside and urban areas in the country, and public transport has contributed to this across the years. The corporations played a role in this, with a number of impressive liveries and

systems coming into place. The new PTEs of the 1970s saw more changes, and a great degree of variety came onto the scene as the result of deregulation in 1985. Here, Scott Poole takes us from the halcyon days of municipal pride and the colourful days of deregulation to the new corporate image of the big three - Arriva, First and Stagecoach.

BERNARD MCCALL**BMB94 National Welsh - Fleet in Focus 1****£9.95**

This new softback volume is packed with evocative images of National Welsh operating in urban and rural settings. 80 pages softback c 100 images.

BOWDEN PUBLISHING**JBIMB Imberbus-10 Years across Salisbury Plain** **£10.00**

This edition of the 'in focus' series from Bowden Publishing covers a decade of buses travelling across Salisbury Plain to the lost village of Imber. The event started back in 2009 when the Imber Bus team overcame many hurdles with the MoD, military and local authorities to create an event that allowed the public access to the village of Imber for the first time in 60 years. For one day each year, a dedicated bus service operated with Routemasters allows people access to this military village. In its ten years, this event has grown, from only four buses in 2009 to over twenty at last year's event in 2018. 67 pages, A5 softback with a brief overview of the event and how it got started.

JB009 Leyland Atlantean Odyssey **£8.00****JB856 London Transport Country Area Garages** **£35.00****JB010 RTL Requiem- 70 Years of Service** **£8.00****JB007 The CIE Bombardier** **£8.00****JB854 The Final Chapter - The End of the****London Trolleybus System** **£18.00****JB006 The Green Line Routemaster Coach** **£8.00****JB005 Vectis Open-Top Buses** **£8.00****JB858 RTW London Wide** **£8.00****JB857 RT Memories -****Capital Service for 40 Years** **£16.00****JBGUY Post-War Guy Buses of Southampton** **£8.00**

In this 11th edition of the 'in focus' series from Bowden Publishing, author, John Ashbridge looks at the Guy buses which served Southampton and the surrounding areas after the Second World War. The book is split into 9 chapters covering a range of topics including the history of Guy Arab double-decker buses, the Park Royal Bodywork specification and the subsequent operators of the buses.

JB586 RT Afterlife

£15.00



This book is a photographic review of the RT class with London Country and their subsequent use worldwide. RT Afterlife destinations include relatively close, Guernsey to as far as Africa, Australia and New Zealand. Also featured are

those serving their new life as open-toppers and those living out their days in preservation.

BRITISH BUS PUBLISHING

BB309 2019 Arriva Bus Handbook

£19.25

BB329 2019 First Bus Handbook

£19.25



Published in June, the 2019 First Bus Handbook includes all the fleet as at the end of May 2019 and as usual, it is enhanced with excellent photographs of the current fleet.

BB339 2019 Go Ahead Bus Handbook

£18.25

BB319 2019 Stagecoach Bus Handbook

£19.25

English Bus Handbook

BB352 ...Notable Independents 6th Edition

£19.25

BB351 ...Smaller Groups 6th Edition

£19.25

BB592 ...Coaches 5th Edition

£19.25

BB304 National Express Coach Handbook 12th Ed £12.75

BRYNGOLD BOOKS

BG052 Red, Cream and a Touch of Gray -

Western Welsh REVISED EDITION

£35.00



Author Colin Scott has produced a lavish, definitive history of Western Welsh, illustrated throughout in colour and black & white, and accompanied by a comprehensive fleet list of vehicles operated by Western Welsh together with

those acquired from operators they absorbed, and those transferred out to NBC, Crosville and others. 240 pages A4 hardback well illustrated in colour and black & white. REVISED AND UPDATED EDITION SEPTEMBER 2019

CAPITAL TRANSPORT PUBLISHING

CA436 Garaging London's Red Buses -

A Black & White Album

£35.00



All garages owned by London Transport in the fifty years following its formation in 1933 are included, with brief histories and photographs. Also included are plans of each garage and an

appendix gives vehicle requirements at July 1933 and June 1983. The following year, London Transport was superseded by London Regional Transport in the move that opened up London's bus routes to independent operators and was to lead to the closure of many garages.

CA424 Green All Over - Country Buses 1955-69 £35.00

CA422 London's Buses After Dark

£14.95

CA432 London's Sixties Buses

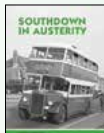
£14.95

CA428 Reshaping London's Buses

£30.00

CA437 Southdown in Austerity

£35.00



This book, covering the years 1946-1952, continues Colin Druce's major history of Southdown. In 1946 Southdown, like other bus operators in Britain, was beginning its long recovery from six years of war. The South Coast

towns in particular had been subject to many severe air raids although Southdown appeared to lead a 'charmed existence' and avoid serious damage to its properties. Only two of Southdown's coaches had been lost to enemy action along with a bus severely damaged. Lower maintenance standards owing to shortages of manpower and materials had also taken their toll and it took the period covered by this book to recover fully. In addition to 280 new vehicles delivered by 1950 the company embarked on a major programme of re-bodying its pre-war Leyland Titans double-deckers as well rebuilding the bodies of its Leyland Tiger single-deck buses and coaches. These and all the route developments are fully covered in this well-illustrated book.

CHEZBOOK PUBLISHING

ROSE1 Roselyn of Cornwall-

A Celebration of 70 Years Service

£10.00



In this A5 softback book the author, Howard Berry, gives a concise history of the company from its beginning right back in 1947 right up until the present day.

Berry's interest in Roselyn Coaches started back in 1981 when he moved to Cornwall and noticed the coaches lined up ready to take people to school or college or work. He would later spend his summers cleaning the coaches and it is this interest in the company that comes through in his writing. 88 pages crammed with small photographs illustrated the vehicles running under the Roselyn Coaches banner.

COLOURPOINT

CP178 Irish Buses 2012-2017

£12.99

CP177 Irish Buses in the Mid-1960s-

A Return Journey

£9.99

CROWOOD PRESS LTD

CW557 East Kent: Services of the Golden

Jubilee Era

£29.95



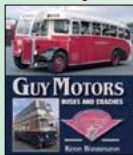
East Kent - Services of the Golden Jubilee Era takes the reader on a journey along the routes of all the stage-carriage services operated by East Kent in 1968, just after the

Company celebrated its Golden Jubilee in 1966/7 and immediately prior to the National Bus Company (NBC) taking full control. Supported by over two hundred and fifty photographs, most not published before, of nearly every bus route as well as most London express services and all the operational garages, this book reveals the contrasting nature of East Kent's services from rural byways to the seasonal, but very busy routes serving the still-popular resorts around the Kent coast. It includes a comprehensive fleet list and details a specimen

allocation of cars to each service on a typical day in 1968; local route maps of all major town services as well as a sectionalised reproduction of the original East Kent network map of 1968 and, finally, a summary of the Centenary celebrations of 2016.

LONDON HISTORICAL RESEARCH GROUP

- OS116 Shades of Green £22.00
CW497 Guy Motors Buses & Coaches £35.00



Covering all the motor bus and trolleybus products of Guy Motors, this book recounts the history of an iconic British coachbuilder. It begins with the early origins of Sydney Guy's eponymous company, followed by the ubiquitous Arab bus and the

eventual absorption of the company into the British Leyland empire. Topics covered in this book include: the origin of Guy Motors and the innovative early designs, the expansion during the 1920s and development of trolleybuses and the early adoption of diesel engines for use in buses and coaches. Also discussed throughout these chapters is the rebirth of the Arab during the World War II and evolution into the design that was to be seen everywhere until the 1970s. Warrington also describes how Guy Motors was a developer of air suspension and disc braking for commercial vehicles. This book is fully illustrated with archive material, contemporary marketing materials and new colour photography of preserved Guy buses and coaches.

ESSEX BUS ENTHUSIASTS GROUP

- EBEG4 Eastern National and Thamesway in London
Part 1: Tendered Services £12.99
EBEG7 Eastern National and Thamesway Fleet
Record Vol 2: 1990-1996 £11.99
EBEG9 Eastern National Fleet Record
Volume 3: 1996-2004 £14.99

FAWNDON BOOKS

- FB311 Advancing in a Forward Direction- The
Vehicle Purchases of the SBG £45.0
FB312 Glasgow's Buses £45.00

GVT

- GVT1 Glasgow Atlanteans 60 Years of the LA £10.00

HAWKES DESIGN & PUBLISHING LTD

- HD079 Pride of Bucks- A History of the Amersham
& District Motor Bus Company £14.99
HD053 Pride of Bucks Next Destination-
A History of the Amersham & District
Motor Bus Garage 1933-1992 £16.99

HEATHFIELD PUBLISHING

- CA420 45 Years an Eastbourne Busman £15.00

JOHN WEAGER

- JW060 Bournemouth's Bus & Coach Station £25.00



This book tells the story of Bournemouth's unique bus and coach station over 136 pages and across nine chapters. The design of the building was so unique, using the natural landscape around the building to create two stations within the same building. The coach stations sat on the lower level while the bus station sat above. To help illustrate this station's layout and its colourful history, over 220 photographs are included, each with an informative caption, as well as several maps and diagrams. The book starts just before the first stations in 1931 and covers its heyday from 1959 to 1970 through to the fire that ripped through the building. A disaster it would never recover from. A4 softback.

KEY PUBLISHING

- KE595 Buses Year Book 2020 £17.99



Buses Yearbook is an annual publication linked to the monthly Buses Magazine and has been published in various guises every year since the early 1960s. Long established, it has become one of the most anticipated releases in the

enthusiast calendar. Edited by highly-respected author, Stewart J Brown, this latest edition includes a tried and tested mix of articles and photo-features, both historic and contemporary, covering a wide range of subjects of road transport interest. As in previous years, Buses Yearbook will be a huge hit among transport enthusiasts everywhere and the 2020 edition will be published on its familiar August publication date.

MALVERN HOUSE PUBLICATIONS

- MH105 Bedford Album £5.95
MH127 Optare Album £5.95
MH125 Volvo Album £5.95
MH153 Leyland Album Part 2- Buses & Coaches £5.95



In 1896 the Lancashire Steam Motor Co was set up in Leyland, Lancashire, then in 1907 it was renamed Leyland Motors.

The firm rapidly took a leading position in the British market, producing many different bus designs in the 1920s and 1930s. Bus production virtually ceased during the Second World War, after which Leyland once again became a leading bus maker. Industry consolidation in the 1950s and 1960s saw Leyland take control of many of its erstwhile competitors among British bus manufacturers. In the next step, most of the British vehicle industry was amalgamated to form British Leyland. When BL became Rover Group there was no place for Leyland in the car-making organisation, so the truck and bus divisions were privatised in management buyouts. The Leyland bus division was then acquired by Volvo, and the last Leyland-badged buses were produced in 1991.

MIDDLETON PRESS

MP819	Birmingham Trolleybuses	£18.95
MP419	Bradford Trolleybuses	£18.95
MP434	Brighton's Trolleybuses	£18.95
MP464	Cardiff Trolleybuses	£18.95
MP373	Croydon's Trolleybuses	£18.95
MP433	Darlington Trolleybuses	£18.95
MP892	Doncaster Trolleybuses	£18.95
M7496	Glasgow Trolleybuses	£18.95
MP486	Grimsby & Cleethorpes Trolleybuses	£18.95
MP692	Huddersfield Trolleybuses	£18.95
MP424	Hull Trolleybuses	£18.95
MP459	Ipswich Trolleybuses	£18.95
MP600	Maidstone Trolleybuses	£18.95
MP873	Manchester and Ashton Trolleybuses	£18.95
MP836	Mexborough & Swinton Trolleybuses	£18.95
MP478	Newcastle Trolleybuses	£18.95
MP463	Notts & Derby Trolleybuses	£18.95
M7449	Rotherham Trolleybuses	£18.95
MP811	South Shields Trolleybuses	£18.95
M7420	Southend Trolleybuses	£18.95
M7442	St Helens Trolleybuses	£18.95
MP458	Tees-side Trolleybuses	£18.95
MP485	Wolverhampton Trolleybuses	£18.95
MP366	Woolwich and Dartford Trolleybuses	£18.95

MW TRANSPORT PUBLICATIONS

MW790	Stephensons of Essex	£16.95
MW709	Simonds Coach & Travel 77 Years of Operations: Coach & Travel & Country Link	£14.95

OMNIBUS SOCIETY

OS111	A History of the Wallasey Corporation Motor Bus	£17.50
OS120	Anthology 1985-2010- Extracts from the First 25 Years of Provincial Historical Research	£10.95
OS115	Buses in Brentwood	£4.75
OS107	Chartham Bus Memoir of a Kent Ind.	£8.95
OS106	Recollections of Henry Webb- Life & Times 1880-1967	£14.95
OS121	Brutonian Story- Somerset Ind	£9.95
OS119	'The Express' Express Omnibus Co	£14.50
OS108	Westcliff on Sea Motor Services - A company History	£14.95

PAUL LACEY

PG324	Early Independents of Henley & Marlow Area	£15.00
PG323	Smith's Coaches of Reading 1922-1979	£30.00

PEN & SWORD

P5718	British Municipal Bus Operators- A snapshot of the 1960s	£25.00
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This book looks at municipal operators in England and Wales in the 1960s. Going back to the very first horse-bus or tram operations in Victorian times, many towns and cities throughout Britain had such operators, owned and run by the local councils. Most of them had tramway systems, many of which were replaced by trolleybuses from the 1920s onwards. In turn, after WWII, trolleybuses too were on the way out, with motorbuses unfortunately replacing both forms of electric traction. By the 1960s, only a handful were still operating trams, then by the end of the decade only few trolleybus systems remained. Municipal operators had a wide variety of vehicle types, encompassing virtually all chassis and body makes then

in service, and were also well known for their distinctive, traditional liveries. In addition to the buses, there were also still trams and trolleybuses, which to many enthusiasts made them that much more interesting.

P4971 Last Years of the London Titan £25.00

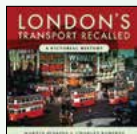
Already depleted by withdrawals in the London Buses Ltd era, the Leyland Titan fleet of T class was divided upon privatisation between three new companies; London Central, Stagecoach East London and Stagecoach Selkent.

Together with a host of smaller companies operating second-hand acquisitions, the Titans' declining years between 1998 and 2003 are explored in this pictorial account that encompasses both standard day-to-day routes, emergency deployments and rail replacement services. Only small numbers remained to usher out the type altogether at the end of 2005, when step-entrance double-deckers as a whole were banished from the capital.

**P3249 Leicester's Trams and Buses-
20th Century Landmarks £30.00****P8720 London Buses in the 1970s-
1970-1974 From Division to Crisis £25.00****P8716 London Buses in the 1970s- 1975-1979
From Crisis to Recovery £25.00**

Continuing with photographs from Jim Blake's extensive archives, this book examines the second half of the 1970s, when both London Transport and London Country were still struggling to keep services going. This resulted both from

being plagued by a shortage of spare parts for their vehicles, and having a number of vehicle types which were unreliable, such as the MB, SM and DMS classes. In 1975, both operators had to hire buses from other companies. This continued until the spares shortage began to abate later in the decade. As the decade progressed, the two fleets began to lose their 'ancestral' vehicle types. London Country rapidly became 'just another National Bus Company fleet', buying Leyland Atlanteans and Nationals. Having virtually abandoned the awful MB and SM-types, London Transport had to suffer buying the equally awful DMSs well into 1978, but had already ordered replacements for them by that point, the M class Metrobuses and T class Titans, both of which would finally prove successful.

**P2697 London Transport Recalled-
A Pictorial Tribute £35.00**

The rich variety of transport in the London area, stretching out as far as the one time limit of London Transport's green bus operation, is reflected in this colour album from Martin Jenkins and Charles

Roberts. Both authors have long-standing connections with the Capital and, using mainly previously unpublished colour views from the period 1948-1969, have assembled a remarkable array of views covering all modes of transport. The reader is

taken on a fascinating journey of discovery, not knowing what will be around the next corner encountering buses, trams and trolleybuses; main line steam, diesel and electric; London Transport electric and steam as well as little known industrial railways; activities on the Thames, in docks and on canals; liners, ferries and pleasure steamers; plus aviation and even a coal merchant's horse drawn cart. This book is a tribute to those photographers who had the foresight to record scenes before they were swept away in the name of progress.

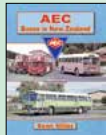
- P6243 Return to Isle of Man Transport £30.00**
P5722 British Transport Commission Group- Former Thomas Tilling Companies in the 1960s £25.00
P6142 The London Leylands- Last Years of RTL & RTW Operation £25.00
P6227 The London LS: The Leyland National Bus in London £25.00

RUTTER

- RUT33 Visions of Grandeur- The Life and Times of Horsehoe Coaches £25.00**

SEAN MILLAR PUBLISHING

SM926 AEC Buses in New Zealand 2nd Edition £14.00



An illustrated history of New Zealand buses built by the British commercial vehicle manufacturer AEC, famous, amongst other things for its iconic London double-deckers. Between 1914 and 1977, AEC supplied 545 new bus & coach chassis to New Zealand. A further 19 AEC's were imported second-hand. Largely organised by operator, the book contains much interesting information and more than 120 photographs.

SM924 Commercial Bus Body Builders of New Zealand Part 1 £14.00



This book (Part 1) and its companion volume (Part 2) are about New Zealand's commercial bus body builders i.e. businesses who build buses for others. Commercial bus body building is a largely unsung but highly successful

century-old industry, which these books set out to celebrate. All of New Zealand's most important commercial builders, plus a selection of smaller ones, are featured. Builders with names commencing with the letters A to H are covered in this book. The larger builders included are: Austral Specialised Vehicles, J Bath & Sons, Cavanagh & Co, Coachwork Auckland, Coachwork Central, Coachwork International, Crawley Ridley & Co, DEMAC, Designline Engineering, DSC & Cousins, Eaddy & Taylor, Emslie Consolidated, Fairfax Industries, Ferguson Motor Bodies, Global Bus Ventures, Hawke Bros/Hawke Coachwork. Smaller builders, including Albion Motor Bodies and Clipper Motor Bodies, are also featured. For full list, see publisher's website.

SM925 Commercial Bus Body Builders of New Zealand Part 2 £14.00



This book (Part 2) and its companion volume (Part 1) are about New Zealand's commercial bus body builders i.e. businesses who build buses for others.

Commercial bus body building is a largely unsung but highly successful century-old industry, which these books set out to celebrate. All of New Zealand's most important commercial builders, plus a selection of smaller ones, are featured. Builders with names commencing with the letters A to H are covered in Part 1, while those with names beginning with letters J to W can be found in this book. The larger builders included are: Johnson & Smith, Kiwi Bus Builders, GB McWhinnie & Co, Modern Motor Bodies, Munt Cottrell & Neilson, New Zealand Motor Bodies, FJ Nuttall & Son, J Pomeroy & Co, Reevely Ellis & Collingwood, Steel Bros, Stevens & Sons, NF Strahan & Co, Stratford Motor Bodies, D McL Wallace, Wilton Motor Body Co. Smaller builders, including George Magee & Co and Risely Motors, are also featured. For full list, see publisher's website.

SM921 New Zealand Buses in Colour Past & Present £14.00

SHRUBHILL PUBLICATIONS

- GAV01 Lothian Buses' Olympians- Leylands Through to Volvo £9.99**

SILVER LINK

- S4527 ...No. 90 King Alfred Recollections £6.00**
S4528 ...No. 92 1956 £8.00
S4520 ...No. 95 1976 £6.00
S4531 ...No. 96 1977 £8.00
S4537 ...No. 98 1963-1969 £8.00
S4542 ...No. 103 1966 £8.00
Buses, Coaches & Recollections
S4551 ...No. 1051978 £8.00

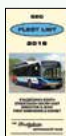


For those old enough to remember the years depicted, this series will provide reminders for many of school days, time spent bus-spotting or depot visiting. In

this book the year in question is 1978. This is the year when Price Andrew joined the Royal Navy, Red Rum won the Grand National, the world saw three Popes and the sleeper train caught fire in Taunton. Using these events to set the scene, the reader will be able to see that transport scene at the time. There will be photographs of half-cab single and double-deckers which are no longer in service.

SOUTHDOWN ENTHUSIASTS SOC

- SEC74 BH&D Fleet History Part 11- The Last 6 £7.00**
SEC77 BH&D History Part 12- Epilogue (i) £7.00
SEC81 Southdown Enthusiasts Fleet List 2019 £7.50



The Southdown Enthusiast Club has produced its annual 'Fleet List Book' for many years and this new publication for 2019 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.

All these books available now. To order phone 01457 861508

- SEC80 Southdown Fleet and Routes 1939** £7.00
SEC78 Southdown Fleet History Part 29 - 1964 £7.00
SEC82 Sussex Independents 2019 £6.00

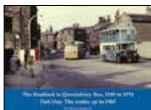


Following the continued success of this title in previous years, the 2019 edition covers operators outside of the big groups. The book covers those

operators who operate bus services in Sussex; for most full fleets are shown although for space reasons for three operators for whom bus services are in small proportion of their work only vehicles that are likely to operate bus services are shown. Brief details of the regular bus routes run by each operator are included and there is a page on services that enter Sussex from neighbouring counties.

STENLAKE PUBLISHING

- ST824 Perth's Trams and Early Buses** £16.95
ST834 Buses of Arran, Argyll & Environs in Colour £10.95
ST825 York Pullman- 1926 to 1985 £10.95
The Bradford to Queensbury Bus
ST842 ..1949-1974 Part 1- The Routes £10.95



Queensbury, home of the famous Black Dyke Mills Band, is located just over four miles from Bradford. Part one deals with the 20 years of bus operations between 1949

and 1969 and the second volume, being published simultaneously, covers up to 1974. There's a mix of colour and black and white photos in this book many of which were taken by the author himself. For the locals it's a simple dip into nostalgia of the local buses of old, but for the enthusiasts there is plenty of information about routes, journey times and the various buses themselves.

- ST843 .. 1949-1974 Part 2- The Buses** £10.95



Located just over four miles from Bradford Queensbury is home to the famous Black Dyke Mills Band. Part two looks at the FKY registered buses in detail and the

routes from 1969 up to 1974 before Bradford City Transport was subsumed into West Yorkshire Passenger Transport Executive. The book has a mix of colour and black and white photos most of which were taken by the author himself. Again the book works on two levels, as a nostalgiafest for the residents and for the enthusiasts there's all the essential information about what buses were on which routes and when, colour schemes and so on.

STEVE KNIGHT MEDIA

- SKM47 Go North East Fleetbook 2019** £6.50
SKM45 Stagecoach East Fleetbook 2018 £6.50
SKM46 Stagecoach E Midlands Fleetbook 2018 £6.50
SKM43 Stagecoach Manchester Fleetbook 2018 £6.50
SKM44 Stagecoach South East Fleetbook 2018 £6.50
SKM48 Stagecoach West Fleetbook 2019 £6.50

STUART ROBBIS

- SR289 Metrobus & Titan Allocations 1978-2004** £35.00

SWISS RAILWAY SOCIETY

- SR129 Swiss Postbuses 2nd Edition** £28.00

TRANSPORT MUSEUM WYTHALL

- MOB01 Days of Seeing Red- Stories of Everyday Life on the Midland Red in the 1960s & 70s** £10.00
MOB02 More Days of Seeing Red- More Stories of Everyday Life on Midland Red £10.00



This is the accompanying book to 'Days of Seeing Red' and continues to bring readers personal stories from workers on 'the Red'. Like its predecessor, this book is compiled of stories and anecdotes depicting the everyday life of drivers,

conductors and conductresses on the Birmingham and Midland Motor Omnibus Company, better known as the Midland Red, during the 1960s and 1970s, as told by the authors, who as young men, worked both as drivers, and one as a conductor. Over 82 stories and including over 60 pictures, sketches and cartoons, this book will show you what it was like to be a 'busman' or a 'buswoman' in those, now, so very far-off days. Or maybe, if you were on 'the Red' yourself, driving or conducting on a D5, D7 or a D9, you would like to re-live those memories once again, hopefully through this publication. A4 book, softback with 130 pages.

TROLLEYBOOKS

- TB529 Britains Lost Trolleybus Systems** £28.00
TB527 Italian Trolleybuses Abroad £38.00
TB528 Reading Trolleybuses £36.00
TB526 Walsall Trolleybuses £32.00

VERNON MORGAN

- VM455 Davies Bros (Pencader) Ltd** £22.50



The book has been published to coincide with the centenary of Davies Bros (Pencader) Ltd. This illustrated history shows the company right through their growth and incorporates Davies Bros (Carmarthen) Ltd and Davies Bros International Tours. Contains 440 photographs showing this company at work alongside the beautiful Welsh landscape.

VISIONS INTERNATIONAL

- VIS23 Jim Blakes's London Lost Bus Routes** £19.95



This book looks at London bus routes in the mainstream number series, Central Area routes 1-299 plus the original Red Arrow routes, which have come and gone during the period when I was most active with my cameras, roughly between the

mid-1960s and the early 1990s. Naturally, it would be completely beyond the scope of a book this size to enumerate all London bus routes that are no longer in operation, nor even to reiterate the often numerous and complex changes that befell those which are featured. Such information is in any case readily available elsewhere. The book aims to show defunct routes - some well-remembered and some long forgotten - in their everyday working environment. The time period covered by this book covers three

important phases in the development of London's bus services - the 'Reshaping Plan' era of the late 1960s, the 'Bus Plan '78' upheavals of ten years later and finally the 'Law Lords' service cuts of the 1980s.

VIS22 Jim Blake's All Change on the Buses 1967-95 £19.95



This collection of photographs from Jim Blake's archives illustrates the many changes that befell London's buses between 1967 and 1994, from when all of London's buses and most of those in the surrounding Home Counties up to

roughly 40 miles from the centre were operated by London Transport's famous red and green buses, with a highly standardised fleet, to the final break-up of its remnants upon full privatisation and the consequent huge variety of vehicle types and the liveries they carried. All photographs are in colour, many showing rare and unusual workings.

VISXX Out & About With East London 1989-2019 £19.95

VIS16 Red All Over 8- London Bus Review 2018 £18.95

VI503 Roadside with the RMC, RCL, RMA, RMF, FRM £24.95

VIRTL Roadside with the RTL £24.95

WEST COUNTRY HISTORIC OMNIBUS TRUST

Premises and Facilities of W & S National

WHOT1 Part 1 Locations A-L £14.95

WHOT2 Part 2- Locations M - Y £14.95

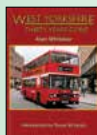
WHOT3 Where did they run? £15.00



This is a comprehensive survey of depot allocations for all vehicles in the Western National group of companies, 1971-1982. 78 pages, A4 softback, also includes around 20 colour photos.

WILLOWHERB PUBLISHING

WH784 West Yorkshire Thirty Years Gone £16.95



It is now thirty years since the West Yorkshire Road Car Company's familiar red and cream buses and coaches disappeared from our roads. This full-colour album shows West Yorkshire vehicles in action in the thirty years

leading up to the 1989 takeover by Yorkshire Rider. It contains 205 colour photographs supported by detailed captions and features locations and street scenes throughout the company's former operating area, which included route networks in the Harrogate, Bradford, Keighley, Skipton, Ilkley, Otley, Leeds, York and Scarborough areas. The book's author is former Bradford Telegraph & Argus newspaper journalist, Alan Whitaker, who covered the story of the West Yorkshire Road Car Company's last ever service which ran from Bradford Interchange to Baildon and back on the night of 12 August 1989.

WOOLYBUS

WB403 2019 FirstGroup Fleet Book £18.00

WB405 2019 Go Ahead Fleet Book £18.00

WB168 2018 South East Bus Fleet Book £15.00

WB404 2019 Scottish Bus Fleet Book £15.00

WB402 2019 Stagecoach Fleet Book £18.00

NONE TRANSPORT BOOKS

AMBERLEY PUBLISHING

A8380 Aqueducts & Viaducts of Britain £14.99

A8441 Britain's Greatest Bridges £14.99

A8808 Corgi Toys £8.99

A7366 Policing South Wales Docks £14.99

A8874 Die-Cast Commercial Vehicles £14.99



Commercial vehicles comprise delivery vans, trucks, articulated tractor-trailers, tankers and service vehicles. Most are emblazoned with the names and logos of their owners, or product advertising - from chocolate bars to soap powders, breakfast

cereals to Oxo cubes, soft drinks to whisky, department stores to petrol companies, and morning and evening newspapers to exotic holiday destinations. The types used range from early horse-drawn carts and wagons to motor vehicles and steam-powered and electric vehicles. Model commercial vehicles are among the most colourful of all models and die-cast companies have been producing them for close to a hundred years so there are plenty to collect. Many carry the liveries of real companies. Some still exist, others are long gone. Some models are commissioned by companies to promote their products or services. Here is your guide to this colourful world, from classic Dinky Toys to modern adult collectibles.

IN HOUSE PUBLICATIONS

IHP01 Ultimate Book of Spot-On Models Ltd £63.00



This comprehensive well-illustrated book tells the story of the other products of the Lines brothers; the makers of Triang model railways. Fully described are the spot-on model vehicles, dolls house

furniture, arkitek building sets and other toys and games. Their publicity material is covered and includes copies of advertisements placed in comics and magazines. The descriptions of the model vehicles include details of the wheels and tyres used and also period adverts from the motor manufacturers.

OAKWOOD PRESS

OA459 Brotherhoods, Engineers for Power, Transport & Weapons £26.00

SHIRE PUBLICATIONS LTD

SH268 Victorian Pumping Stations £7.99

TRAMS/LIGHT RAIL BOOKS

ADAM GORDON

AG423 Next Stop Seaton! 4th edition £25.00



David Voice has updated this fascinating book to cover the 66 years of operation on this interesting line. This 4th edition provides the complete and official history of the Seaton and District Tramway updated to 2019. 166 pages, A4 softback illustrated in colour and black & white.

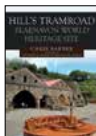
AG417 Tramways of the Potteries £25.00

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AMBERLEY PUBLISHING

A9400 Hill's Tramroad- Blaenavon World Heritage Site

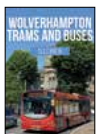
£14.99



Hill's Tramroad was established in about 1817 by the Blaenavon ironmaster Thomas Hill to connect his ironworks with Llanfoist Wharf on the Brecknock & Abergavenny Canal. Trams loaded with pig iron were hauled by horses through a long tunnel to Pwlldu on the other side of the mountain. From there they were taken on a dramatic journey along a ledge cut into the hillside to reach Garnddyrys Forge, situated at an altitude of 1,100 feet above sea level. Here the pig iron was refined and converted into products such as bars, rails and plates, which were then loaded onto the trams to be hauled around to the front of the Bloreng Mountain and then lowered down a series of inclines to arrive at Llanfoist Wharf, where narrow boats were waiting to begin a two-day journey to Newport Docks. In this book, author Chris Barber takes the reader through the fascinating story of this early transport route, set within the Blaenavon Industrial Landscape World Heritage Site and the Brecon Beacons National Park.

A8722 Wolverhampton Trams & Buses

£14.99



When Wolverhampton's horse-drawn trams were replaced by the unusual surface-contact Lorain system electric trams in 1902 it was one of the first such networks in the country. That they should be replaced by trolleybuses during the 1920s was only

to be expected as the town boasted two of the country's biggest trolleybus manufacturers, Guy Motors and Sunbeam. When the trolleybuses came to be replaced in the late 1950s, the town's transport department chose the versatility of motor buses, and the green-and-yellow livery adorned many locally built Guy Arabs. The colours changed to blue and silver when the West Midland Passenger Transport Executive took over in 1969, and then the Metro returned the tram to Wolverhampton's streets and hybrid buses beginning to appear on many routes - the return to electricity had brought us full circle. This book illustrates all the changes to the city's public transport network in almost 200 photographs.

CRECY

CR956 abc Light Rail & Heritage Railways Rail Guide 2019

£12.95



This welcome addition to Crecy's abc range of reference books, an accurate, portable and heavily illustrated guide to these fascinating areas of our transport infrastructure and heritage, will be welcomed by all railway, light rail and tramway enthusiasts. It includes expanded coverage and more illustrations of the UK's Light Rail systems, numbers and data for all London Underground lines and stock, both tube and surface lines, coverage of steam and modern traction preservation with details of all preserved railways and museum sites, giving names, addresses and

sat nav codes, tables listing the numbers and names of all preserved steam and modern traction locomotives and multiple units together with their locations and details of preserved traction authorised to operate on the national network.

GRAFFEG

GR439 Lost Tramways of England- South Birmingham

£8.99



This book compliments the above book, this time taking a look at the tram systems that no longer exist in the southern region of Britain's second largest city.

GR434 Lost Tramways of England- Bristol

£8.99

GR433 Lost Tramways of England- Coventry

£8.99

GR435 Lost Tramways of England- Nottingham

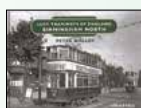
£8.99

GR436 Lost Tramways of England- Southampton

£8.99

GR438 Lost Tramways of England- North Birmingham

£8.99



The city of Birmingham possessed the country's largest 3ft 6in gauge tramway; although the process of conversion to trolleybus or bus operation commenced in the 1920s - indeed Birmingham was the first operator in Britain to see a tram route converted to trolleybus operation - a significant operation survived into the post-war years and it was not until the summer of 1953 that the final trams operated. In this book we explore the lost tramways of the northern part of the city.

GR437 Lost Tramways of England- Brighton

£8.99



The Brighton fleet of 3ft 6in trams was to survive virtually until the outbreak of World War II, indeed replacement trams were still being constructed in the 1930s, but a joint traffic

arrangement set up in conjunction with one of the local bus operators saw the trams replaced by trolleybus and bus. Alongside the trams, Brighton also played host to Volk's Electric Railway - one of the world's pioneering electric railways and still operational today.

HEATHFIELD PUBLISHING

CA427 Stopping Car to Fleetwood- The story of the Blackpool & Fleetwood Tramroad

£35.00

CA438 The Electric Tramways of East Kent

£25.00

LEEDS TRANSPORT HISTORY SOCIETY

LTH40 Leeds Pubs and Cinemas by Tram

£18.00



Pubs and cinemas traditionally provided a community focal point where local people naturally congregated. They are an interesting part of the social and architectural history of Leeds and we believe that images of many of the

buildings do not exist elsewhere. All the tram routes had pubs and cinemas particularly in the densely populated areas near to the City Centre. Many disappeared in the slum clearance and road and housing improvement schemes of the 1960's and 70's. In the first decade of the present century there was a rapid decline in pub numbers because of

demographic change, a smoking ban and cheap alcohol in supermarkets. The introduction of television resulted in the demise of the cinemas. In 1953 we counted 142 pubs on the tram routes in Leeds. We have found photographs of 122 and have included a further 17 which were to be seen in the city centre. Of the 34 cinemas which were to be seen from the tram we have photographs of 25. 100 pages, A4 hardback with over 150 mostly new illustrations.

LILY PUBLICATIONS

L7742 One Horse Power-
The Douglas Bay Tramway Since 1876 £16.95

LOAGHTAN BOOKS

LB023 Power, Poles & Platelaying-
Keeping the MER on Track £19.95

LRTA

LRT56 Belgium Underground,
Pre-Metro and Metro 1957-2017 £25.00

MIDDLETON PRESS

M5631 Colchester Tramways £18.95

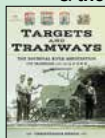
PEN & SWORD

Regional Trams

P7114 ...Midland & Southern England £25.00

P6190 ...Wales, Isle of Man & Ireland Post 1945 £25.00

P9174 The National Rifle Association its Tramways
& the L&SWR - Targets and Tramways £40.00



The National Rifle Association (NRA) was founded in the mid-19th century and was granted a Royal Charter of Incorporation by Queen Victoria in 1890. It was created for the encouragement of the Rifle Corps of the

newly formed Volunteer Movement and the promotion of rifle shooting throughout Great Britain. This would be accomplished by establishing a great Annual National Meeting, where marksmen could compete for valuable prizes and ensuring that the location was easily accessible to all comers over the developing railway network. Situated in Bisley, some 35 miles from London, the base of RNA had very little infrastructure and soon enough, the Council invested, buying land and providing permanent accommodation. The London and South Western Railway Company built a spur from Brookwood Station to accommodate the camp whilst the tramway was relaid to connect the camp and ranges. The original range layout still remains today in its basic form.

PLATFORM 5 PUBLISHING

PF169 UK Metro & Light Rail Systems 2nd Ed £19.95



This book is a guide to the rolling stock of London Underground and all public-carrier light rail and metro systems in the UK and is the second edition published in 2019. Includes complete fleet lists and technical data for all

vehicles in traffic, plus engineers' fleets, on-track machines and preserved vehicles. For every LU Line

and light rail/metro undertaking, a general introduction provides a brief history of each line and details of day-to-day operations including servicing frequencies, operating times and depot/ maintenance information. Further details of fares and ticketing requirements are provided and, where applicable, future plans for each line or network. This introduction is followed by detailed fleet lists with technical specifications are explained using notes and appendices. A completely new set of maps has been specially commissioned for this publication and the book is well illustrated throughout. This publication is a use reference and a valuable addition to any book collection.

ROBERT SCHWANDL PUBLISHING

MET56 Berliner U-Bahn- Linien: U3 £20.00

MET54 Metros & Trams in Japan-
Vol. 3: West & South Japan £21.00

MET60 Tram Atlas Deutschland/Germany 5th Ed £20.00



For the fifth edition, our popular Tram Atlas Germany has been completely revised. The network maps have not only been updated, but also optimised for better legibility. Many of the detailed city centre track maps have been expanded

and several others have been added. The current rolling stock is now listed in the form of clear table charts.

MET55 U-Bahn, S-Bahn & Trams in Vienna £20.00

MET57 U-Bahnen in Deutschland £19.00

UNIQUE PUBLISHING SERVICES LTD

UQE32 Tramways of Hong Kong-
A History in Pictures £14.99



This volume pays tribute to the Hong Kong trams from their earliest days, when they were served by British-built single-decks trams, through to the modern era. It

features almost 100 images, most of which have never been published before, to reflect the changing face of the tramway and of the street scenes through which it operates. It is thus a vivid reminder of how much Hong Kong island, and its tramway, has changed over the last 100 years.

RAILWAY BOOKS

AMBERLEY PUBLISHING

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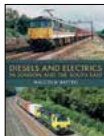
A8545 BNSF Railway**£14.99**

With tracks and trackage rights that cover more than half of the states in the union, the Burlington Northern & Santa Fe is one of the true giants not just of the United States, but of the entire global rail scene. From the vast

mileages of the Trans-Con routes through the deserts to the dense networks of the great cities, the BNSF Railway's 8,000 orange locomotives are an everyday part of life for much of America. With multiple locomotives pulling mile-and-a-half-long freight trains, not to mention the odd venture onto passenger trains, the variety of workings and traffic will capture the interest of rail fans the world over. Seen through the lens of a UK-based photographer, this book shows not just the motive power but also the loads, the places they pass through.

A8990 BR Blue- A Personal Reflection**£14.99**

In the 1970s and 1980s, the history and heritage of Britain's railways were still plain to see - it was still recognisably the railway of steam locos, pick-up freight trains, isolated stations, parcels trains, semaphore signals and a timetable that hardly ever changed. The railway seemed old and tired; trains were often late, crowded and uncomfortable, and stations were often less than appealing. It had been constructed in a haphazard way in the previous century, when the railway was seen as the future. Despite this, there remained a dedicated community of enthusiasts who considered the railway to be a masterpiece and would capture it on film whenever possible. These photographs, published here for the first time, illustrate perfectly why so many view the BR Blue period with such fondness.

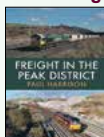
A9057 Diesels and Electrics in London and the South East**£14.99**

The railway lines of London and the South East include tracks from all four of the constituent companies that made up British Railways and subsequently became the Eastern, Midland, Southern and Western regions. Each region took a separate approach when diesels and electrics replaced steam in the 1950s and 1960s. In June 1986 Network South East was launched to collectively market passenger services throughout this area, with a distinctive livery applied to locomotives, rolling stock and stations. This lasted until privatisation in 1996. Since then, a variety of companies have held franchises for particular areas. This book features a selection of diesel and electric locomotives in an area of some 50-60 miles from the capital, over a period beginning in the 1970s. It takes the form of visiting the lines from each of the main London termini, showing a typical selection of the freight and passenger workings to be seen.

A8227 Bulleid Pacifics**£14.99****A8589 Class 26, 27 & 33 Locomotives****£14.99****A6176 Class 56 Locomotives****£14.99****A6174 Class 67 & 68 Locomotives****£14.99****A6692 Class 87 Locomotives****£14.99****A6696 Class 90 Locomotives****£14.99****A7829 Cornish Traction****£14.99****A7622 Diesel Locomotives on Scottish Railways****£14.99****A7364 Double-Header Trains****£14.99****A7294 East Anglian Traction****£14.99****A6924 Europe by Sleeping Car****£14.99****A5575 Five's Railways Remembered****£14.99****A7674 Fifty Years Since the end of Steam-British Railways 1968-2018****£14.99****A9187 First Generation Scottish DMUs****£14.99**

First Generation DMUs in Scotland covers virtually the whole of Scotland and encompasses locations from Arbroath in the north to Carlisle just south of the border. This book covers diesel multiple units from Metro

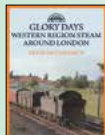
Cammell 101s up to and including Swindon Inter City class 126s. From the mid-1950s diesel multiple units began to appear in Scotland, firstly on the main line between Edinburgh and Glasgow Queen Street and then later on many secondary lines. More DMU began to appear from the early 1960s with the gradual withdrawal of steam trains. Possibly the ultimate in the DMU development were the Inter City DMUs, later classified as 126. They were introduced from May 1956 on the Edinburgh to Glasgow Queen Street route and later in 1959 between Glasgow Central and Ayr. However with the expanding motorway network, many branch lines could not be saved as the Beeching axe befell many of them.

A8772 Freight in the Peak District**£14.99**

The Peak District area of England has yielded limestone products since around the time of the Romans and by 1794 the Peak Forest Tramway arrived to help transport products further afield. By the time the Midland Railway arrived

in the Buxton area in the 1860s, limestone and stone traffic was booming by rail. Even now large tonnages of raw limestone, aggregates and cement are dispatched all over the UK. This book illustrates some of these traffic flows, both past and present, and how they have changed locomotives and wagons. Some of these traffic flows are long-standing ones such as the Tunstead to Northwich, whereas others are more recent and short-term spot hire traffic. Privatisation in the mid-1990s saw EWS dominate the main flows but now DB Cargo, Freightliner Heavy Haul and GBRf all vie for lucrative flows from the four main rail-served quarries.

A6694 German Traction**£14.99****A7029 Great Britain's Railways- A New History****£25.00****A6836 Great Railway Journeys-****£14.99****The Chiltern Line to Birmingham****£14.99****A7921 Holiday Trains****£8.99****A8443 Iberian Railways****£14.99****Industrial Locomotives & Railways****A4940 ...of the North East****£19.99****A4938 ...of the North West of England****£19.99****A6776 ...of Yorkshire****£19.99****A7638 Intercity 225****£14.99**

A9455 Glory Days:**Western Region Steam Around London £14.99**

Glory Days: Western Region Steam Around London is a photographic tribute to the former Great Western Railway (GWR) in the postwar years up to the end of Western Region (WR) steam on 31 December 1965. There was certainly

a great deal of glory to be found in the 1950s, especially in the second half of the decade, with the creation of new named express trains, the reintroduction of the old GWR chocolate and cream colours on express coaching stock and the adoption of green livery with full lining out on all classes of locomotive that were likely to haul passenger trains. However, by the last two years covered in this book, the locomotives were generally unkempt and had been demoted to menial tasks. Numberplates and nameplates had often been lost. This book was originally published in hardback in 1998 by one of Britain's foremost transport publishers and is now available for the first time in paperback. It has been freshly designed but will seek to retain the author's original text and illustrations.

A9453 Green Diesel Days**£14.99**

The 1955 Railway Modernisation Plan provided for the introduction of 2,500 new diesel locomotives, with initial orders for 171 examples, to replace steam locomotives on Britain's railways. The

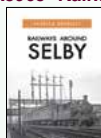
Modernisation Plan was the death knell for steam traction, arguing that dieselisation should take place as quickly as the new locomotives could be built. In 1956, for the first time, more diesel locomotives were built than steam. However, several of the Pilot Scheme orders were for batches of ten or twenty machines, without a prototype, a decision that BR would later come to regret. Maintenance and reliability would be problems for these early diesel locomotives. Most coaching stock in use in the late 1950s did not allow for electrical train heating, so boilers had to be fitted to the locomotives to heat the carriages, which in turn caused weight problems. This book takes a look, in full colour, at the green diesel days on Britain's railways as steam was being phased out.

A8770 Hungarian Railways**£14.99**

Hungary offers the railway photographer a wealth of different trains to document; alongside the state railway operator MAV there are a number of private companies operating all over the country, such as GYSEV, Floyd and

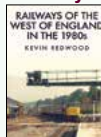
AWT. There are also a number of locomotives from the seven countries that border Hungary that work deep into the country. Floyd is a company well known to British railway enthusiasts because of the former British Rail Class 86s and Class 56s that it operates. The Class 86s were built in the 1960s and still operate freight trains for Freightliner UK. The 1970s-built BR Type 5s also still operate in Britain for Colas and DCR spot hire. In Hungary these

locomotives are used for mainly transporting grain and fuel trains. Dave Smith and Steve Madden offer an overview of the diversity of the Hungarian railway scene over the past decade, from the 1960s-built Class M40 diesel locomotives to the recently introduced Class 471 Vectron electric locomotives.

A8302 Locomotives of the Eastern United States £14.99**A7761 Locomotives of the Victorian Railway-The Early Days of Steam £14.99****A7925 London Midland- Ten Years of Service £14.99****A8898 London Rail Freight Since 1985 £14.99****A7749 London Terminal Stations in the 1960s £14.99****A7797 London Traction £14.99****A7554 Merseyside Traction £14.99****A7791 Miniature Railway Locomotives & Rolling Stock £14.99****A7592 Nameplates: Story Behind the Names £14.99****A7556 Narrow Gauge Locomotives £8.99****A8399 Pre-War Steam £14.99****A8167 Rail Rover: Anglian Ranger £14.99****A8065 Rail Rover: Wessex Ranger £14.99****A7947 Rail Rover: West Midlands Ranger £14.99****A8429 Railway & Tramway Bodies Another Life £14.99****A8310 Railways Around Hampshire £14.99****A8007 Railways Around Hereford £14.99****A8968 Railways Around Selby £14.99**

Selby was an important location from the earliest days of the railways, with the arrival of the Leeds and Selby Railway in 1934. Over the succeeding years it became an important nodal point, with the opening of railways to Market

Weighton and Driffield, to Hull, to Goole, to Leeds, northwards on the East Coast Main Line to York and south to London. Also not to be forgotten, is the charmingly rural Cawood, Wistow & Selby Railway. Close by were the Hull & Barnsley Railway and the Derwent Valley Railway, each in their own way remarkably individual. The history of each of these lines is recounted, from planning and construction, through operation, and sadly in some cases to closure. Selby also boasted a number of industrial lines, with perhaps the most unusual of these being the branch to the Government Gunpowder Magazine. Also covered in this book is the construction of the new East Coast Main Line, and much more.

A8917 Rlys of the West of England in the 1980s £14.99

The West of England Division stretched from Penzance in the west to Blackwell Summit at the top of the Lickey Incline to the north of Bromsgrove.

Geographically it was the largest of the three operating divisions of the Western

Region, and in many ways the most varied. Bristol was the headquarters, and the hub of the division, with a complex network of local lines and a major locomotive depot at Bath Road. There were InterCity services to London Paddington and on the Cross Country route to the West Country. By contrast, some of the DMU-worked branch lines in Devon and Cornwall were much more rural in nature. Summer Saturdays saw a large number of extra trains head west along the sea wall at Dawlish. Freight traffic,

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though generally in decline, included china clay from the west, stone from the Mendips, as well as the new Speedlink services. This book contains a selection of images from across this part of the country.

A8401 Railways Around Worcestershire £14.99

A5462 Railways of the South East Since the 1970s £14.99

A8431 Railways of the Western Region in the 1970s & 1980s £14.99

A8255 Railways of Wales in the 1960s £14.99

A892X Renewing Britain's Railways: Scotland £14.99



It's an exciting time on Scotland's railways, with new trains meaning faster journey times. The popular Inter-City brand has been revived and electrification has spread across the central belt. The rural routes have changed little, but are now marketed by ScotRail as Great Scenic Railways. Older traction is being withdrawn or cascaded elsewhere, but this is proving less than straightforward. Electric Multiple Units have had to be transferred north from London to cover stock shortages, while loco-haulage survives in Fife to alleviate rush-hour overcrowding. Freight locomotives have appeared on passenger workings. The Train Operating Companies have also turned to veteran tried-and-tested designs such as HSTs and Class 73s to move forward. This book studies the recent rail developments north of the border, as we journey from the cities to some of the most beautifully scenic lines in Britain, showcasing the colourful liveries on display on both freight and passenger trains.

A8535 Search for Steam: British Rail 1963-1966 £14.99

A7596 Second Generation DMUs £14.99

A7187 Somerset Traction £14.99



The main route to Devon and Cornwall passes through Somerset, with routes from Bristol and Westbury converging at Cogload Junction 5 miles east of Taunton. To the south of the county is the former London & South Western Railway route from Waterloo to Exeter via Yeovil Junction. Castle Cary on the section from Westbury to Taunton is the junction for the route to Yeovil Pen Mill, and southwards to Weymouth. The principal passenger train operator throughout the county is Great Western Railway (GWR), although Arriva Cross-Country run a regular service to Exeter and Plymouth/Paignton/Penzance from the north. South West Trains solely operate the Waterloo to Exeter route, but have recently started to encroach on GWR territory by operating services to Yeovil and Weymouth from Salisbury via Warminster and Frome. Featuring previously unpublished images, Jamieson illustrates the variety of traffic the county of Somerset has enjoyed over the years, from summer holiday trains, to railtours and freight workings.

A7143 South African Steam in the 1970s £14.99

A8571 South Devon Railway £14.99

A7096 Steam Across the Pennines £14.99

A8348 Steam in the British Coalfields £14.99

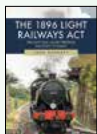
A7656 Survivors of Beeching £14.99

A8900 South Wales Rlys Around the Millennium £14.99



By the early years of the twentieth century, the development of rail transport in South Wales had produced an intricate network that owed its origins to several factors that came into play in the previous century, such as the demand for iron ore, limestone and high-quality Welsh anthracite coal, as well as the nineteenth-century expansion and development of rail-served Welsh Bristol Channel ports. By the 1990s, the inexorable decline of the railway network in South Wales, steepened by the devastating Miners' Strike of 1984/85, meant that railborne freight was a shadow of its former self. What remained however, certainly in the 1990s and early 2000s, was a variety of flows in the hands of what we would now refer to as classic traction - namely Class 56s, 60s and, of course, the venerable Class 37s.

A9344 The 1896 Light Railways Act- The Law that Made the Heritage Railways Possible £14.99



In 1896, the Light Railways Act was designed to speed up the official procedures for gaining approval to construct a railway line. Originally intended to lapse in 1901, it was extended instead, and somehow stayed on the statute books long after its use had ceased. In the 1960s, groups of steam railway enthusiasts recognised it as a possible means of gaining approval to reopen stretches of railway lines that had been closed by Dr Beeching, keeping the steam dream alive. More than half a century later, some of these restored lines have already celebrated their golden jubilees, and their popularity continues to grow. Thanks to the unintended consequence of that 1896 Act, each new generation since Beeching has had - and will continue to have - the opportunity to enjoy the magic of steam trains. Along with a wealth of evocative images, John Hannavy explores the fascinating story behind a Victorian law with a welcome and unexpected side effect - leading to today's popular heritage railway industry.

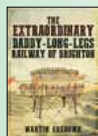
A8153 The Architecture & Infrastructure of the British Railways: West Midlands, Wales & the West £14.99



The range and variety of British railway stations is truly astonishing: from the tiny wayside halt made of corrugated iron to the magnificent stone-built city centre terminus. No less remarkable in their variety are the buildings devoted to the transport of goods, and indeed for most years of their existence this traffic was by far the most important to the railway companies. Subjects also covered are signal boxes and signalling, locomotive depots, bridges and viaducts and much else besides; in fact, just about every aspect of the British railway scene. This book, focusing on the West Midlands, Wales and the South West, covers principally the areas of the London & North Western, the Great Western, the London & South Western railways and the various Welsh railway companies. Illustrated throughout with

the author's original colour photographs, many of which are now historic, this book is sure to appeal as much to the general reader as to the railway modeller.

- A8149 The Architecture & Infrastructure of Britain's Railways: Eastern & Southern England** £14.99
A8525 Cheshire & Holyhead Rly Modern Scene £14.99
A6780 The Early Railways of Leeds £14.99
A8746 The East Coast Main Line King's Cross to Peterborough £14.99
A8185 The Eastern Region in the 1970s & 1980s £14.99
A8935 The Extraordinary Daddy-Long-Legs Railway of Britain £14.99



The unique, but sadly short-lived, Brighton & Rottingdean Seashore Electric Railway must have presented quite an amazing spectacle, even during those late Victorian days of engineering excellence. Affectionately known as the 'Daddy-long-legs', 'spider car' or 'sea car', the railway resembled a piece of seaside pier that had broken away and was moving by itself through the sea. Although closed over one hundred years ago, interest in the Daddy-Long-Legs Railway remains strong and it has become a Brighton icon. The book will detail the history of the Daddy-Long-Legs and feature the best collection of photographs of it so far assembled. Plans, timetables and posters will also be featured, as will associated features such as the Volk's Electric Railway and the piers assembled as a landing stage for the Daddy-Long-Legs. This is the first book to concentrate solely on this unique and fascinating piece of British seaside history.

- A7919 The Fifties Railway** £8.99
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A7518 Later Years of British Rail 1980-1995 Eastern & Southern England £14.99
A7248 The Midland & Great Northern Joint Railway Through Time £14.99



The M&GN was formed in 1893 by joining up many smaller local railway lines. It gave the Midland and Great Northern railways access to East Anglian ports and holiday traffic from the Midlands to east coast resorts. The main line ran from Peterborough to Great Yarmouth. Known affectionately as the 'Muddle and Go Nowhere', its 180 miles made it the longest joint railway in the UK. At the Grouping of 1923 the railway was jointly managed by the LMS and LNER. The M&GN fell victim to British Railways rationalisation and almost all was closed in 1959, making 2019 the sixtieth anniversary of closure. A small section of the M&GN remains open between Cromer and Sheringham as part of the national network and the North Norfolk Railway has preserved the line from Sheringham to Holt. Many traces of the railway survive, including the swing bridge at Sutton. Much of the Marriott's Way footpath follows the trackbed of the M&GN's Norwich line.

- A6336 The Midland & South Western Junction Railway Through Time** £14.99
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A7654 The Stephenson Railway Legacy £14.99
A7598 Trains Around Peterborough £14.99
A7600 Trains on the Midland Main Line £14.99



The Midland Main Line (MML) links London's St Pancras station to the East Midlands cities of Leicester, Derby and Nottingham. It then heads northwards through Chesterfield to Sheffield. Along the way, its southern section sees an extensive service of chiefly commuter services linking Bedford, Luton and St Albans both into the capital and south of it. Bedford also marks the northern end of existing electrification, although the route remains a candidate for this to be extended throughout. The iconic diesel High Speed Train fleet operates the longer distance services alongside the much newer Class 222 Meridians. With a wealth of unpublished photographs, John Jackson concentrates on the variety of traffic that can be seen along the MML to the north of Leicester. The branches to Corby and Matlock, which just survived the Beeching Axe, are also included. This book looks at both passenger and freight workings and the wide variety of activity on this important and busy line.

- A8782 Turkish Steam Railways** £14.99



The west and south coastal areas of Turkey are the most familiar to Western holidaymakers but the interior, Black Sea coast and east of the country are less visited. As Western railway enthusiasts found less and less to attract them in Europe they discovered that Turkey had steam locomotives aplenty, reflecting the fact that this was a country that had embraced Western industrialisation and modernisation under Kemal Atatürk ahead of most other Middle Eastern countries. This, and the shifting alliances Turkey had embraced, was also reflected in the variety of countries that had built the steam locomotives. These varied from ancient specimens of Prussian State railway design to modern ten coupled designs built after WWII. Finding and photographing trains presented certain problems. Train services in this large country could be sparse, timekeeping notoriously unreliable and the roads hazardous. However, if these problems could be endured the landscape offered fantastic photographic opportunities.

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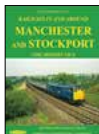
- BEL32 Liverpool to Goole - A Pictorial Journey Along the Lancashire & Yorkshire Main Line in the Late 20th Century** £16.99

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B4903 SFTP Railways in and Around Manchester and Stockport £23.99



In this latest part of Booklaw's 'Scenes From The Past' series the author, EM Johnson, takes a look at the railways in and around Manchester and Stockport currently. With pictures from Martin Graty this book is a welcome addition to

the SFTP series. A4, softback, and is illustrated throughout.

Steam Memories 1950s-1960s

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B4904 ...109 Scottish Region Engine £9.99



This book features the Scottish Region Engine Sheds, focusing on Sheds 66B-68D and includes the Sub Sheds. In this publication the author, David Dunn, explores Motherwell, Hamilton, Greenock

Ladyburn, Greenock Princes Pier, Hurlford, Muirkirk, Ayr, Ardrossan, Dumfries, Stranraer and Beattock Engine Sheds. This book has a great collection of black and white photos to illustrate their story.

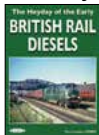
B4906 Great Northern Railway- The Back Line £27.95



This book depicts the history of the Eastern reaches of the great northern railway's Derbyshire Extension line.

Throughout this 202 page book, the author, Hayden Reed uses black and white photographs as well as detailed maps to illustrate this now long closed line. These images complement the chapters in this book as they detail the history of this railway and the surrounding areas.

B4901 Heyday of the Early British Rail Diesels £19.99

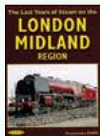


The So-called 'First Generation Diesels' basically started life in the 1955 British Railways Modernisation Plan. Looked at in depth, and in hindsight, the plan was a massive gamble by a desperate punter. In parts the plan worked, in

others it failed but overall it did what it was supposed to do and kicked started the modernisation of the British Railways especially its huge, varied and ancient motive power fleet. The Purpose of this album therefore is to illustrate and comment on various aspects of the motive power in a critical but at the same time light-hearted way.

The Last Years of Steam

- B2595 ...on the Eastern Region £19.99**
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David Allen delves into the photographic collections of the late Paul Levens and that of the Sour Valley Model Railway Club to present an album showing the final years of steam operation on BR's London Midland region from the late

1950s through to 1965/1966. Most, if not all of the images, are previously unpublished.

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This volume of London's District Railway covers the period that saw a useful but old fashioned steam-operated railway take its first tentative steps towards electrification and improvement.

Modernisation was essential in order to match the modern electric trams and deep level tube railways that were being promoted, but the impoverished District hardly knew how to proceed and could not bear the cost. In the end, it was an American syndicate that came to the rescue, bringing finance, know-how and drive to the task and by 1905 transforming the District into a thoroughly modern electric railway. This book explains how all this came about and how the District then developed into an important part of an integrated transport system, culminating in 1933 in the formation of London Transport.

- CA433 London's Disused Rly Stations- East End £25.00**
CA426 Steam in the English Landscape £19.95
CA431 Tube Station Trivia £5.95
CA441 The Birth of the Tubes £16.95



From the discovery of electricity and the invention of the tunnelling shield came the birth of the deep level tube railway. Until then, underground railways had to be steam-worked and built just under

the road or below buildings, creating enormous disruption during construction and the need for ventilation openings along the route to allow the escape of fumes. Anthony Badsey-Ellis uses much new research in this brief history of the first twenty-five years of electric tube operation in London, between 1890 and 1914. Many new illustrations are also used to accompany the informative text and contemporary reports of the new lines.

CRECY

CR692 101 Railway Stations- A Journey of Variety £25.00

CR960 abc British Railway Locos 1948 £13.50



Reprints of titles from the famous Ian Allan Publishing abc series that ran from the 1940s through to the 1960s are always welcomed both by that generation of enthusiasts who used them when they first came out, and

also by those who were not around at the time. They offer wonderful nostalgic snapshots of a railway scene which has long since disappeared. This latest addition to the series is the first of the Combined Volumes to appear since the railways were brought into public ownership at the start of 1948. New locomotives were still being built to the designs of the 'Big Four' at this time even though they were no longer in existence, whilst many venerable pre-grouping classes (that perhaps survived longer than had been intended due to the huge increase in traffic which the railways had to cope with during the war) were still in service. This makes 1948 a particularly fascinating year and this volume a welcome addition to a successful series.

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The 14th volume in this successful and acclaimed series revisits Devon and Cornwall. The book consists of new and previously unpublished material compiled by Jeffery Grayer whose

earlier volumes on the closed lines of these two counties have been very popular. Devon and Cornwall are renowned both for their spectacular scenery, ranging from rugged uplands to dramatic seascapes, and as popular holiday destinations. Many will recall with affection lines portrayed in the book. Around 200 images, plans and items of ephemera are included, mostly in colour, depicting the closed lines featured. Routes operated by both the Southern and the Great Western are included and coverage extends from main lines to branches. In many cases heavily rationalised trackwork or empty platforms give clues as to past glories. The images present more than a simple 'then and now' perspective but instead include numerous examples of a more prolonged and subtle transition from a working railway to defunct trackbed.

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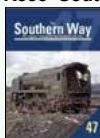
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Edited by Kevin Robertson, whose extensive knowledge of all things SR and whose many publications on the railways of the south of England are well known to SR enthusiasts, each volume contains a series of authoritative articles on an always interesting range of topics, copiously illustrated with a wealth of photographs. Four issues of The Southern Way are published annually, usually in January, April, July and October and the regular issues of the journal are supplemented by occasional Southern Way Specials which focus in much greater depth on specific area of SR history, operations or traction.

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In the 1980s the Oxford Publishing Company produced an amalgam of two books written by former Branksome fireman Peter Smith entitled Mendips Engineman and Footplate over the Mendips. They told the story of a young railway fireman and his driver Donald Beale working on the fabled Somerset & Dorset line. Unavailable for over 30 years, the book has now been reprinted. This new version contains the complete original text of the original, but now comes with a new set of black and white images illustrating the remains of this much loved cross-country railway. Readers will once again be enthralled by these tales of working trains over the Somerset & Dorset line. The book encompasses not just ordinary workings but also the early footplate experiences of driver Donald Beale, as well as the climax of Peter's own railway career, driving the very last northbound Pines Express in 1962.

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Martin Buck relates his personal story of chasing trains in the years 1973-1988, first as a train spotter before he progressed to haulage bashing. He found the 40s, Peaks and 50s of particular interest and this can be seen throughout this book. He also has a passion for photography and this book combines all his interests together in this great 240 page softback book.

GRAFFEG**Lost Lines of England**

- GR487 ...Birmingham to Oxford £8.99



The 55-mile rail route between Birmingham and Oxford is still an important artery for the Nation's passenger and freight traffic. Trains from the north of England routed

through Birmingham can gain direct access southwards to Reading, and thereby to the south coast. The photographs in this book, though, recall a time up to the mid-1960s when it was an altogether different railway. These were the dying days of steam and of equipment and working practices developed from Victorian times.

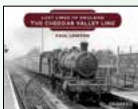
- GR486 ...Ryde to Cowes £8.99



This title recalls the Ryde to Cowes railway line, a route that joined the two principal Isle of Wight steamer ports with the county town. Taking a rather circuitous and hilly route

from Ryde to Newport, it then turned north along the west bank of the River Medina to reach its Cowes destination. With rural stations some distances from their villages, continual green landscapes and vintage trains, the line possessed an ever increasing charm as the years progressed.

- GR44X ...The Cheddar Valley Line £8.99



The Yatton to Witham line was one of the prettiest and best-loved railways in Somerset and is remembered with great affection by locals and railway enthusiasts alike.

It ran along the edge of the Mendip Hills through Cheddar, Wells and Shepton Mallet. Today, walkers and cyclists enjoy stretches of it as the Cheddar Valley path. This nostalgic journey along its tracks uses many previously unseen photographs and will bring back memories of the line in its heyday, picturing the trains that once ran on it.

Lost Lines of Wales

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 GN111 The Last Years of North West Steam £19.99



This book contains over 250 stunning pictures that document the steam era drawing to a close in North West England. The area is taken as Crewe to Chester in the south and Carlisle in the north, visiting places in between such as

Manchester, Liverpool, Stockport, Warrington, Wigan, Southport, Bolton, Bury, Preston, Blackburn, Burnley, Blackpool, Fleetwood, Lancaster and Carnforth. The images feature locomotives at stations, sheds, industrial sites and countryside locations. A good portion of the book features rare colour pictures and these are complemented by black and white photographs. This collection features many of the locomotive classes employed in the area, such as Stanier's Pacifics, Class Five and Jubilee 4-6-0s and 8F Class 2-8-0s, Hughes 2-6-0s, Fowler Royal Scot and Patriot 4-6-0s and 4F 0-6-0s. BR Standard Classes supplement these, whilst ex-London & North Western Railway 0-8-0s are also included, as are engines built for the Lancashire & Yorkshire Railway and the Great Central Railway.

- GN112 Western Steam 1948-1966 £19.99



The excellent photographs of railway historian and former Senior British Medical Council Researcher BWL Ben Brooksbank capture the twilight years of the steam railways of the Western Region. Nearly three hundred images

are featured, including rare shots of the post-Nationalisation period, in an impressive hardback book. The collection includes locomotives running along trunk routes and branch lines, in stations and goods yards, and at engine depots and main workshops. Classes characteristic of the area are presented, such as: Collett Castle, Hall, Grange and Manor Class 4-6-0s, 5700 and 8750 Class 0-6-0PTs

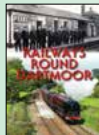
and 5101 and 6100 2-6-2Ts, Churchward's 2800 2-8-0s, 4200 Class 2-8-0Ts and 4300 2-6-0s and Hawksworth's County Class and Modified Hall Class 4-6-0s and 9400 Class 0-6-0PTs. Several absorbed classes, particularly in South Wales, are seen, in addition to BR Standard designs, such as the Standard Pacifics and 9F Class 2-10-0s.

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When Brunel's first broad gauge link sneaked its way into Devon in the 1940s Dartmoor was still considered to be something of a wilderness in which few roads existed. Even as the so-called Railway Mania took hold, attempts to access the high moorland were largely thwarted by its rugged terrain. The rail network laid down in the following decades shows routes encircling the fringes of the moor. In *Railways Round Dartmoor*, the author applies his intimate knowledge of Dartmoor to provide the reader with a detailed history of its railways. Of particular interest are the many photographs from the author's collection taken when the lines were in use, or in the throes of being dismantled, comparing them with photographs of the same scene today. These, combined with historic photographs of the same scene today. These, combined with historic photographs from the Dartmoor Trust Archive and other sources, create a book that will prove fascinating.

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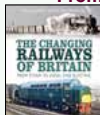
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H8982 The Changing Railways of Britain- From Steam to Diesel & Electric £25.00



After steam finished on the main line on 11 August 1968, something had to take its place; something modern, less difficult to maintain, and that was a natural progression. 'Modernisation' was

the word. British Railways, and later privatised companies, developed other methods of providing power. In the follow-up to *Remembering Steam*, Paul Hurley and Phil Braithwaite take the reader back down memory lane, exploring traction from the very first locomotive to the latest colourful multiple units, and of course the preserved locomotives, lovingly restored to their former glory and working heritage lines across the country. With over 200 never-before-seen photographs, paired with fond and nostalgic captions.

H9056 Unfamiliar Underground: Finding the Calm in the Chaos of London's Tube Stations £20.00



We are all familiar with bustling Tube stations and overcrowded carriages, but have you ever wondered what the London Underground looks like empty?

Victoria Louise Howard's haunting photographs reveal just that: beautiful architecture, engineering and design as never seen before. Motivated by her desire to conquer her fear of confined underground spaces, she set herself the goal of capturing every Tube station, travelling to all 270 of them and waiting for the crowds to leave. The diary she kept during her project reveals the battle she fought to overcome her anxiety. Victoria's photographs uncover the history, beauty and tranquillity of a deserted London Underground that is rarely seen by those who use it the most.

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Faced with the need for more 'go anywhere' freight locomotives of enhanced power, Bulleid, as might be expected, eschewed the obvious solution of a conventional 0-6-0, something so familiar on every other railway in the country and indeed recently built under Maunsell on Bulleid's very own Southern Railway - the Q 0-6-0s (for which, see *SOUTHERN WORKHORSES* 1 Q 0-6-0s 30530-30549). Bulleid

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considered these traditional 0-6-0s impossibly dainty (if not downright obsolescent) for the hard and varied work on offer and his vastly powerful Q1 owed nothing to earlier designs, in power or of course, famously, in looks. The Q1s could work almost any train, from a ten coach Sunday excursion to branch freights and coal trains on the main line. Paring down the weight to fit a wide axle loading led to problems however with braking and weld defects. Their lives were interesting to say the least. Unlike the first volume, this is hardback.

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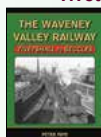
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Here we cover the North Eastern Region in North Yorkshire and County Durham between York in the south and Newcastle in the north. We start on the East Coast main line north of York and travel up to Darlington, stopping to visit the Works and shed, before continuing to Durham but stopping short of Newcastle. After exploring some of the branch and secondary routes off the main line, we move into the industrial regions, from Sunderland to Hartlepool and Teesside, visiting the new depot at Thornaby as well as the older steam sheds which provided the locomotives which worked the extensive freight traffic. We then turn towards the seaside, starting with the line which forms the bottom edge of our route, between York and the east coast via Malton and what is now the North Yorkshire Moors Railway. Finally we travel down to the North Yorkshire coast from Teesside to Whitby and end at Scarborough.

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BD834	The Shrewsbury & Welshpool Railway (Including the Minsterley Branch)	£12.00
BD931	Somerset & Dorset Railway 1935-1966	£25.00
BD858	The Waveney Valley Railway : Tivetshall to Beccles	£30.00



This comprehensive, 256 page hardback work from Lightmoor contains an in depth text and numerous black & white illustrations. It covers the story of the line over more than 100 years beginning in 1851, through to the final closure of the last section in 1966.

BD840	West Gloucester & Wye Valley Lines 2nd Ed	£30.00
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LILY PUBLICATIONS

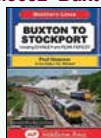
L7737	Transforming the Rlys of Central Scotland	£18.00
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MARTIN BAIRSTOW

MB43X	The Cromford & High Peak Railway	£14.95
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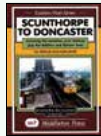
MIDDLETON PRESS

M5628	Ambergate to Buxton	£18.95
M5632	Buxton to Stockport	£18.95



The Peak District in beautiful Derbyshire was a source of much rail revenue from tourism. Another important income came from underground, in the form of limestone. The variety of trains used for these traffics are extensively illustrated not to mention the suburban activity.

M5634	Scunthorpe to Doncaster	£18.95
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This book covers the Scunthorpe to Doncaster line which includes the Isle of Axholme Joint Railway and the Whiston and Elsham lines. The route runs over much level farmland, but unusually traverses a north-south outcrop of ironstone. The resulting varied traffic is shown, including rail activity at one of the few remaining steelworks in Britain.

M5618	Sheffield towards Manchester	£18.95
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M5623	Mansfield to Doncaster	£18.95
M5616	Preston to Blackpool	£18.95
M5633	Uttoxeter to Buxton	£18.95



This book covers the Uttoxeter to Buxton line which includes the route through Ashbourne. The route began in the Dove Valley and ran through the South of the Peak District. The trains varied greatly and many carried much limestone.

Walkers can now use the Tissington Trail to enjoy much of the route. The line will interest most people as it closed early and ran through superb scenery.

NARROW GAUGE RAILWAY SOCIETY

NRS10	Bure Valley Railway Engines, Carriages and Wagons	£5.50
NRS11	Romney, Hythe & Dymchurch Railway Engines, Carriages and Wagon	£6.99
NRSX2	The Strand Miniature Railway and the other Miniature Railways of the Medway Towns	£4.95

NEVER AGAIN PUBLISHING

NEP30	West Riding Steam	£22.50
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Stretching from Ais Gill in the north to Sheffield in the south and from Goole in the east to Saddleworth in the west, the West Riding of Yorkshire could be described as a county of marked

contrasts: it has some of the most inhospitable landscape that England can offer and possessed two major centres of traditional industry: the textile industry around Leeds and Bradford and the iron and steel industries centred around Sheffield. For the railway enthusiast this was the area where steam still reigned, the final rites not being seen until the end of 1967. This 128 page hardback features the unique photographic skills of the late Gerald Dixon, with around 200 colour illustrations, most being previously unpublished.

NORTH EASTERN RAILWAY ASSOCIATION

NER13	North Eastern Railway Branch Lines: Lesser Railways Around Darlington	£11.95
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NREA

NRE30	British Locos Multiple Units & Coaches 2019	£10.95
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OAKWOOD PRESS

OA571	Leadburn, Linton and Dolphinton Railway, By Train to West Linton	£20.95
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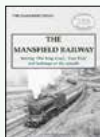


This new title deals with the railway that served the northern parishes of Peebleshire. Joining the Peebles Railway at Leadburn, it would provide connections for passengers both to

Edinburgh and to Carstairs so providing a through route from Galashiels via Peebles and Leadburn to Glasgow but these plans all fell apart when the Caledonian and North British Railway companies failed to co-operate at Dolphinton where

each company had a station, engine sheds and a turntable and they had an end-on connection and no through passenger service. The branch line closed in 1933 but the track at the northern end had not been lifted and during the Second World War the line gained a new lease of life in serving the strategic armaments depot strung out alongside it.

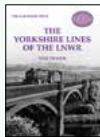
OA603	Mansfield Railway - Serving 'Old King Coal', 'Fast Fish' and holidays at the seaside	£17.95
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The Mansfield Railway was brought into being by determined individuals when the major railway companies showed little interest in their plans. The Act to build it was passed in 1910, but various delays meant it was 1916 before it opened to

goods traffic. After the war the railway remained as an independent company until Grouping in 1923. Its prime intended purpose was to carry coal from the east Nottinghamshire coalfield, but it was also on the route for the 'Fast Fish' trains from Grimsby to London and other destinations. It also connected the coalfield towns with seaside resorts enabling holidays and day trips for the mining communities. As services were cut the railways eventually became a truncated line serving only the collieries and with the demise of the industry the end was inevitable.

OA552	North Berwick Gullane Branch Lines	£27.50
OA287	Railways of the Channel Islands- A Pictorial Survey	£10.00
OA462	Sunderland's Railways	£22.50
OA364	The Eyemouth Branch	£17.95
OA446	The Ingleton Branch- A Lost Route to Scotland	£14.95
OA339	The Isle of Wight Railway	£22.50
OA538	The Lane End Plateway	£13.95
OA449	Midland Rly Route from Wolverhampton	£17.95
OA461	The Stratford-Upon-Avon and Midland Junction Railway	£20.00
OA542	The Whitby-Loftus Line	£18.95
OA561	Yorkshire Lines of the LNWR	£19.95



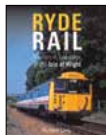
Some books come to fruition quickly, but not this one which was well-advanced but unfinished when this Oakwood author of Hillhouse Immortals passed away in 2001. His daughter, Rowena Kidger, and her father's friend, Dr Graham Hardy

finalised the book to a state of 'as complete as we could make it' to Oakwood Press where unfortunately it languished unpublished for many years until under new ownership the project was revived. The LNWR lines featured really are the cross-country artery from Manchester across Lancashire to Huddersfield and then on to Kirkburton or Leeds. Fourteen chapters span the period 1835 to 2000 and the appendices deal with Copley Hill engines, assistant engines, stabling vehicles, tunnel names and closures.

OPC

OP676	Holding the Line	£9.95
OP675	Pre-Nationalisation Coaching Stock	£40.00
OP694	Acquired Wagons of Britains Rlys Vol 2- All-Steel Mineral Wagons & Loco Coal Wagons	£25.00
OPC74	Metropolitan Railway & Metro-land	£30.00

All these books available now. To order phone 01457 861508

OP698 Ryde Rail- A History of Tube Trains on the Isle of Wight £20.00

One of the most interesting and unique parts of the whole national railway network is the line from Ryde to Shanklin on the Isle of Wight which has been operated by former London Transport tube trains since the 1960s. This book charts the history and operation of the line since the end of steam and the closure of most of the island's railway system in 1966. Providing a brief history of the LT Standard Stock and why, when and how it was chosen and transported to Isle of Wight, these elderly trains soldiered on into the 1990s when they were finally replaced with 1938 London Transport stock. The narrative follows the operation of the line in the decades since electrification to the present day and the changes which came about with privatisation. The book concludes by looking at the current operation of the line and options which might be available to replace the 1938 stock. The future of the line is also discussed including the likely extension of Isle of Wight Steam Railway trains to Ryde St John's.

PEN & SWORD**P1473 Britain's Last Mechanical Signalling- Salute to the Semaphore £30.00**

Mechanical signalling has been on the way out since colour signalling was introduced in the 1920s. It was originally intended to replace mechanical signalling by the millennium, however, there are still odd pockets in the system

today. There is a network rail project to finally eliminate the last boxes and mechanical signals in the next few years, replacing it with a dozen railway operating centres. This book looks at the last mechanical signalling on the network.

P2394 British Rlys in the 1960s: LMR £30.00

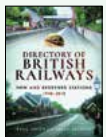
This series of books, 'The Geoff Plumb Collection', is a photographic account of those last few years of the steam locomotives, their decline and replacement during the transition years.

Each book covers one of the former Big Four, the Southern Railway, London Midland & Scottish Railway, Great Western Railway and London & North Eastern Railway, including some pictures of the Scottish lines of the LMS and LNER. The books are not intended to convey a complete history of the railways but to illustrate how things were, to a certain extent, in the relatively recent past and impart some information through comprehensive captions, which give a sense of occasion often a last run of a locomotive type or over a stretch of line about to be closed down. The photos cover large parts of the country and in this the author concentrates on the London Midland region.

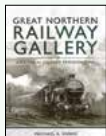
P0316 British Railways in Transition- The Corporate Blue & Grey Period 1964-1997 £25.00**P3527 Gilbert Szlumper & Leo Amery of the Southern Railway £25.00****P7853 British Steam Military Connections £30.00**

In Great Britain there existed a practice of naming steam railway locomotives. The names chosen covered many and varied subjects, however a large number of those represented direct links with military personnel, regiments,

squadrons, naval vessels, aircraft, battles and associated historic events. Memorably the Southern Railway (SR) created a Battle of Britain class of Light Pacific locomotives, which were named in recognition of Battle of Britain squadrons, airfields, aircraft and personnel. The Great Western Railway (GWR) re-named some of its express passenger Castle Class engines after Second World War aircraft. Names were displayed in varying styles on both sides of the locomotives, additionally some nameplates were adorned with ornate crests and badges. Long after the demise of mainline steam, rescued nameplates are still much sort after collectors' items. P5710 British Steam Sunset- A Vision of the Final Years 1965- £19.99

P0430 Directory of British Railways- New & Reopened Stations 1948-2018 £25.00

Following nationalisation in 1948, British railways closed many branch lines and reduced the number of stations on the network. In January 1978, there were 2,358 and by January 2018 there were 2,560 stations on the network. The object of this book is to record those stations that are re-opened or are new stations to the system. The book gives: locations, facilities, chronology, statistics and passenger usage.

P8207 Great Northern Railway Gallery- A Pictorial Journey £25.00

The Great Northern Railway was one of 120 companies that ran trains in Britain during the Victorian and Edwardian period. Formed in 1846, it traded independently for 76 years until absorbed into the London & North

Eastern Railway in January 1923. Operating a network of nearly 700 route miles it ran trains between King's Cross, London and York, into the Eastern Counties and the East Midlands, West Riding, into Lancashire and even south of the Thames. It developed distinctive characteristics, both in the way it managed its affairs and in the appearance of its trains, stations, signals and signalboxes. Numerous photographs were taken of speeding steam locomotives in apple green livery, hauling polished teak carriages. Goods trains and the endless procession of coal trains were not such popular photographic subjects, but by searching out these and images of staff, stations and signalboxes, this book aims to capture the spirit of a once-great organisation in the heyday of Britain's steam railways.

P0016 Early Railways- A Guide for the Modeller £19.99**P0308 Female Railway Workers in World War II £19.99****PS329 British Steam The Military Connection £25.00**

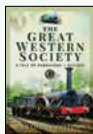
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P0637	Great Western County Classes- The Churchward 4-4-0s, 4-4-2 Tanks & Hawksworth 4-6-0s	£30.00
P0703	Great Western Railway Gallery- A Pictorial Journey Through Time	£30.00
P5201	Great Western, Grange Class Locos	£30.00



Churchward proposed a 5ft 8in wheeled 4-6-0 for mixed traffic duties in 1901 and it was seriously considered in 1905, but it took until 1936 before his successor, Charles Collett, realised the plan by persuading the GWR Board to replace many of the 43XX moguls with modern standard mixed traffic engines that bore a remarkable likeness to the Churchward proposal. David Maidment has written another in his series of 'Locomotive Portfolios' for Pen & Sword to coincide with the construction of a new 'Grange' at Llangollen from GW standard parts to fill the gap left by the total withdrawal and scrapping of one of that railway's most popular classes. As well as covering the type's design and construction, the author deals comprehensively with the allocation and operation of the 80 locomotives and in particular has researched their performance and illustrated it with many examples of recorded logs from the 1930s as well as in more recent times.

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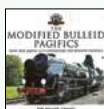
This book tells the story of one of Britain's most successful heritage railway projects. Formed in 1960, The Great Western Society was founded by a group of school boys who wanted to save a Great Western Tank locomotive and an auto trailer. Today that original project has blossomed into the best collection of Great Western rolling stock and locomotives in the world. This is the story of the Society and its members, who have made this possible.

P2681	The Hayling Island Branch	£25.00
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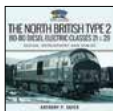
The Hayling Island Branch was one of Britain's most iconic sea side lines, connecting Havant with Hayling Island via Langston Harbour. Opening in 1865 for freight and 1867 to passenger traffic, it was, after a few years of local control, managed and operated as part of the London Brighton & South Coast Railway, who were responsible for its upkeep until the railway grouping in 1923, when it became a part of the Southern Railway. The railway had a colourful and bucolic existence, with trains headed by the attractive Stroudley Terrier class tank locomotives and a collection of vintage carriage stock. In 1948 the branch became part of the Southern Region of British Railways, carrying on as a local and at times heavily used branch line, until its closure in November 1963. Today the line's track bed is a walking path from end to end, with only the former goods shed at Hayling Island to show the visitor any tangible evidence of the railway's existence.

P7857	The Leicester Gap- The Last Semaphore Signalling on the Midland Main Line	£25.00
P2166	The Modified Bulleid Pacifics	£40.00



Oliver Bulleid's Pacifics were perhaps the most controversial steam locomotives ever built in Britain. They seem to have been loved and loathed in equal measure and the debate over their strengths and weaknesses took on a new dimension when BR decided to modify them in the 1950s. It was argued they were too costly to operate and maintain. Their time out of service, due to breakdowns, was also increasing to an unacceptable level, and some of Bulleid's innovations were believed to be more hindrance than help. To Ron Jarvis, an engineer of note, fell the job of saving Bulleid's enigmatic locomotives in a bid to satisfy the demands of the service. And he displayed a master's touch in the programme that followed, saving the best of Bulleid's work. This book explores all the elements of the lives of these Pacifics and their two designers. It draws on previously unpublished material to describe their gradual evolution, which didn't start or finish with the 1950s major rebuilding programme.

**P4277 North British Type 2 Bo-Bo
Diesel-Electric Classes 21 & 29 £40.00**



This book covers the history of the early diesel classes 21 and 29, which were constructed by the North British Locomotive Company in the early 1960s for the Scottish region of British

Railways. Both classes were not very successful and were all withdrawn within ten years of entering service.

- P1299 The History of the Channel Tunnel £25.00**
P2693 The Pacer Family- End of an Era £25.00
P8578 The Princess Royal Pacifics £25.00
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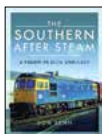


Railways, with powers of compulsory purchase, intruded brutally into the previously sacrosanct estates and pleasure grounds of Britain's traditional ruling elite and were part of this clash of class

interests. Aesthetes like Ruskin and poets like Wordsworth ranted against railways; Sabbatarians attacked them for providing employment on the Lord's Day; antiquarians accused them of vandalism by destroying ancient buildings; others claimed their noise would make cows abort and chickens cease laying.

Railways were controversial then and have continued to provoke debate ever since. Arguments raged concerning nationalisation and privatisation, about the Beeching Plan and around light rail systems in British cities and HS1 and HS2. Examining railways from earliest times to the present, this book provides insights into social, economic and political attitudes and emphasises both change and continuity over 200 years.

P0008 Southern After Steam- A Vision in Blue and Grey £25.00



After the end of steam on the Southern in July 1967, the author concentrated primarily on recording the Southern scene, to start with in black and white and then from 1972 in colour. In so

doing he built up a huge collection of slides for the period 1972 to 1988 concentrating on the lines close to his Kent home or in the London area but also with some images taken on the Central and Western Division main lines. The book contains more than 260 high quality colour images of second generation rolling stock set out by class of electric or diesel multiple units and locomotives, ranging from 4 SUBs and EPBs through Hastings Diesel units to Class 73 Electro-Diesels, a total of fifteen classes all told. The severe winters of 1985 and 1987 are also included and Departmental stock isn't forgotten.

Lovers of the Southern Region in the 1970s and 80s prior to the introduction of replacement stock will find much of interest in this book.

- P6758 The Southwold Railway 1879-1929-
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P3144 The Voyager Family £25.00
P2347 Today's London Underground £30.00
**P8767 Twenty First Century Narrow Gauge-
A Pictorial Journey £35.00**
P9972 Type 5 Heavy Freight Locomotives £30.00

PENDRAGON

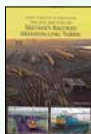
- PD622 Grouping Britain's Railways:
Creating the 'Big Four' in 1923 £15.50**

PHARMASOLUTIONS

- PS351 Tracks of My Railway Years 2 £19.99**

PLATFORM 5 PUBLISHING

- PF151 BR Locomotives & Coaching Stock Combined 2019 £21.95**
PF128 Britain's Heritage Railways 2019 £19.95
PF167 Diesel & Electric Locomotive Register 4th Ed £21.95
**PF125 From Gridiron to Grassland: A History of
Britain's Railway Marshalling £39.95**



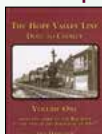
This book traces the development of the marshalling yard and examines British Railways' policy towards marshalling yards in light of the 1955 Modernisation Plan and afterwards. It then goes on to look at individual yards in detail. It is the

result of over three decades of research by well-known railway author, Michael Rhodes. In the 28 years since his earlier work 'The Illustrated History of British Marshalling Yards' was published, numerous crucial documents have been released allowing a much more detailed understanding of the rise and fall of Britain's marshalling yards. In 288 pages with 500 photographs, 50 plans and 80,000 words, the author has put together a definitive history of Britain's marshalling yards to serve as an important and invaluable reference work. Essential reading for anyone with an interest in Britain's railways.

- PF153 German Railways Part 1 6th Edition: Locomotives &
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PF145 Preserved Locomotives of British Railways 18th Ed £18.95
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of Sheffield's Railways £34.95**

PYNOT PUBLISHING

- PYP69 Hope Valley Line Dore to Chinley £30.00**



From the Dawn of the Railways to the End of the Grouping in 1947. This substantial work, the first of a three part series is 296 page, A4 hardback, illustrated with around 75 black & white photos and includes full details of services worked, locos operated, and much more. Further volumes will cover tunnels, stations & bridges, and The BR period from 1948-1963.

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Railways & Recollections

- S4599 ...No 45596 Bahamas £8.00



LMS engine No. 5596 was constructed at the Queen's Park works of the North British Locomotive Co in Glasgow toward the end of 1934. As one of the 191

examples of the 'Jubilee' class, the engine entered traffic with the LMS railway in January 1935 and was allocated to Crewe. It was named Bahamas during its first service repair in June 1936. It subsequently operated from Preston, Camden, Willesden, Kentish Town and Derby prior to the outbreak of the Second World War. Indeed, its highest annual mileage was during 1939 when it achieved in excess of 72,000 miles during that year. During the war Bahamas worked from Grimsthorpe, Millhouses and Bristol. It was back at Crewe by 1947 and, as BR No. 45596, would see operation from Edge Hill and Carlisle, before withdrawn from service at Stockport's Edgeley shed in 1966. This new title in the Recollections series is being published as part of the celebration of No 45596 Bahamas return to the main line and heritage railways.

- S4539 ...100 The Somerset & Dorset £8.00
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TRANSPORT TREASURY PUBLISHING

- TTP07 Somerset & Dorset - RC Riley Archive 55-65 £14.50



Starting in 1937 Dick Riley captured over 18,000 black and white UK railway images whilst only a relatively small proportion of these black & white views have ever been seen. Now that omission may, in part, be addressed with this new

book, the second of a series dedicated to specific railway themes. Dick had a clear passion for all things railway, locomotives, trains of all sorts, infrastructure and railway staff. Examples of all are depicted within, showcasing some of the best of his photography as well as a fascinating selection of his images recorded in the period 1955 through to 1965 on that much lamented railway, the 'Somerset & Dorset'.

WILD SWAN BOOKS

- WS868 LMS Loco Profiles 15 Royal Scots £26.95



A completely new volume to cover both the original and rebuilt locomotives, 180 pages absolutely packed with information, photographs and detailed scale drawings. Although the rebuilds were covered in part one of this series, out of print for some years now, the level of detail did not match the quality of later parts and so the authors decide to cover the whole story in one book, which makes for a more logical and complete account.

OTHER TRANSPORT BOOKS**AMBERLEY PUBLISHING**

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OMNIBUS SOCIETY

- OS117 London Bus & Underground
Timetables Supplement £4.00
- OSM90 OS- A 90th Birthday Celebration £6.00



The Omnibus Society has produced this publication to mark the 90th anniversary of its founding back in 1929. What started out as a meeting of like-minded people at London's Olympia has blossomed into a large organisation with

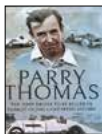
six branches and two research groups. This volume looks at each decade the society has been around and the bus scenes at that time. 56 pages softback.

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PEN & SWORD

P0151 Steam Traction on the Road- From Trevithick to Sentinel:
150 Years of Design & Development **£25.00**

P5922 Parry Thomas - The First Driver to be Killed in Pursuit of the Land Speed Record **£19.99**



John Godfrey Parry Thomas was by any standards an extraordinary man, in both life and in his tragic death. From a conventional upbringing as the son of the curate of Rhosddu in Wales, having been born in April 1884, he became a

prominent figure in the developing world of high-speed motor car racing and design. In time, Thomas became the chief engineer at Leyland Motors, a company whose main products were commercial vehicles. But Thomas was more interested in swifter vehicles and in 1920, along with his assistant Reid Railton, he designed the Leyland Eight, a luxury car which bristled with novel features, such as torsion springs, anti-roll bars and vacuum-assisted brakes. It was the experience of driving this car around the race track at Brooklands that persuaded Thomas to give up his career with Leyland to become a fulltime motor-racing driver and engineer. Thomas continued to develop ever-faster cars and eventually he turned his attention to the land speed record. This is the story the life, and death of the first person to die in the pursuit of the land speed record.

SILVER LINK

S4554 Steam in Agriculture **£6.00**



The coming of the steam traction engine, while not totally eliminating horses and agricultural labourers, certainly improved the cultivation, threshing and haulage aspects of

agriculture. Horses were still required for the sowing and reaping of crops, but the advent of the two winding engines and balance plough tackle reduced cultivation time, replacing the single-furrow horse-drawn plough with a plough of up to a five furrows. The system pioneered in the 1860s by John Fowler utilised a pair of traction engines fitted with winching drums beneath the boiler. With an engine positioned at each end of the field, the plough was winched back and forth. John Fowler & Co Ltd became the largest producer of ploughing engines and tackle, exporting its products worldwide. This book takes a look at the history and development of steam in agriculture.

S4553 Transport Recollections Road Rollers **£6.00**



Early roads were constructed mainly by compacting small pieces of broken stone wither by hand or by horse-drawn roller.

With the coming of the steam traction engine, it was Thomas Aveling who first invented the steam roller that we know today in 1867, which enabled the road surface to be better compacted and smoother. This became even more of a priority when the road surface was dressed with bitumen and stone chippings, and latterly with asphalt. Thomas Aveling, in partnership with Richard

Porter, formed Aveling & Porter, the largest producer of steam rollers in the world, the 'Invicta' name and 'Prancing Horse' identifying their product. The basic design of the steam roller, with two large gear-driven smooth rear rollers and a steerable front roller mounted under a headstock attached to the front boiler, continued almost exclusively until it was superseded by the internal combustion engine. This book looks at the development of these vehicles.

S4552 Road Transport Recollections

The Best of British

£8.00



While James Watt is often credited with the invention of the steam engine, he actually only improved on the original

Newcomen engine. By the 1780s

Watt had further developed the use of high-pressure steam as the driving force, and eventually converted the reciprocating motion of the piston to produce rational power by means of the epicyclic 'sun and planet' gear system and latterly by means of a crankshaft. Due to their size and construction, all of these engines would be installed in a fixed position for driving machinery in the ever-expanding manufacturing industry. It was not until the 1840s that the first truly portable engines were constructed using a locomotive-style boiler with the cylinders and crankshaft mounted on top of it. Although many have been credited, it was probably Thomas Aveling who created the first traction engine using a chain between the crankshaft and the rear axle. This book looks at very best of British road transport.

CAR BOOKS**AMBERLEY PUBLISHING**

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A8599 Armstrong Siddeley Motor Cars **£14.99**

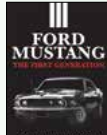
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A8860 Riley Cars 1896-1969 **£14.99**

A7382 The Triumph TR from 20TS to TR6 **£14.99**

A8788 Ford Mustang- The First Generation **£14.99**



No one anticipated quite how thoroughly the Ford Mustang would catch the imagination of the American public. The Mustang was marketed as the All-American classic and introduced what became known as the 'Pony Car'. The

company made over a billion dollars selling over 400,000 units in its debut year. It took only eighteen months for Ford to hit the million Mustang mark, making it Ford's most successful launch since the Model A. Today's car sales don't even scratch the number of Mustangs sold on their first year. In over fifty years of production, Ford has sold 9 billion Mustangs worldwide. This book focuses on the First Generation (1964-1973) and the evolution of the Ford Mustang. This was an era when Mustang became synonymous with the name Ford and set an unprecedented benchmark for all rivals to follow.

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A7448 Triumph Spitfire & GT6**Setting the Small Sports Car Standard £14.99**

With more than 300,000 built, the Spitfire is the bestselling Triumph sports car model ever produced. As the values of Spitfires have risen significantly in recent years, interest in these affordable sports cars has also

increased. This concise but comprehensive book is therefore the ideal guide for those who want to read about the history and development of the iconic Triumph Spitfire. Introduced at the London Motor Show in 1962, the Spitfire was designed to compete in the small sports car market against models such as the Austin-Healey Sprite. Based on an adapted Triumph Herald chassis, the Spitfire's swooping lines were designed by Italian designer Giovanni Michelotti. In this highly readable book, John Nikas describes all the technical and design developments that took the Spitfire through five separate models, from the Spitfire 4 (Mark 1) to the Triumph Spitfire 1500, as well as the competition models.

LONDON PUBLISHING PARTNERSHIP**LPP75 Driverless Cars: On a Road to Nowhere £9.99****MALVERN HOUSE PUBLICATIONS****MH150 Ferrari Album Part 2: Racing Cars****£5.95**

Yes, monoposto Formula cars fall on to one side and luxury road cars on to the other. But many Ferrari Grand Touring road cars were produced in quantity to qualify for GT sports car races, and on the other hand, many Ferraris intended

to be road-going sports cars were subsequently raced. This means that the line between road cars and competition cars is more blurred than we might like. In this book we take up Ferrari competition history after WWII; Enzo wanted to race cars in his own team, but he was a businessman who knew that, to finance his dream, he needed to sell cars to others. Enzo Ferrari had no formal engineering qualifications, and, conservative by nature, he was sometimes slow to take up technological advances. He even regarded the study of aerodynamics as 'only for those who could not muster enough horsepower'. Since 1950 when the Formula One World Championship was established, Ferrari is the only team to compete in every season, though not always with great success.

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MH147 Lamborghini Album**£5.95**

Three giants of Italian motoring were born within a triangle formed by Bologna, Modena and Cento. Enzo Ferrari, Adolfo Orsi (of Maserati) and Ferruccio Lamborghini were all born within 20 miles of each other. They were all from

similar poor backgrounds, but had very different temperaments. Lamborghini was very much the brash, driven and ambitious self-made millionaire, fond of extravagant gestures. Ferruccio was born under the star sign of Taurus the bull, so his car names related to fighting bulls. The first Lamborghini car to be given a name was called Miura after Eduardo Miura, a renowned breeder of Spanish fighting bulls he had visited in Seville. Other bullfighting-related names included Islero, Espada, Jarama, Urraco, Jalpa and Gallardo. Lamborghini sold his company in 1974, and after several changes of ownership, it became part of Volkswagen Group's Audi division. This publication gives a brief overview of the history of this company.

MH149 Packard Album**£5.95**

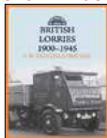
In its heyday a Packard was an esteemed luxury car built by hand to the highest standards, and it became one of the top three American car marques, in its early years as one of the three posh Ps (Peerless, Pierce-Arrow, Packard)

and between the wars it ranked alongside Cadillac and Lincoln. In 1927 three times as many Packards were sold as Cadillacs. Buyers included US Presidents and the cream of American high society; Rockefeller, Morgan and Vanderbilt. Unfortunately a Packard was also the getaway car of choice for gangsters and murderers, making the cars less attractive to high society. But then the marque was discovered by Hollywood, and a Packard was often seen with a star at the wheel. By the mid-1930s, the era of the big flash car was over, and Packard had to introduce medium-price cars. The company was struggling, but it was saved by wartime contracts for aero engines and marine engines. Sadly, after the war it amalgamated with Studebaker and 1958 was the last time this famous badge was seen.

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A9451 British Lorries 1900-1945**£14.99**

The first forty-five years of the twentieth century saw the most formative period in the history of commercial vehicles: in 1900 the mechanically powered lorry was a novelty, yet by 1945 the

ancestors of today's 38-ton juggernauts were clearly identifiable. In sharp contrast to the current picture, over forty lorry manufacturers were active in Britain during the period, most of whom have now sadly ceased production. In this book S. W. Stevens-Stratten has provided a concise textual history of forty-two manufacturers and their products ranging from the more prominent firms such as Albion and Foden to less well-known concerns such as Bean and Caledon. The book is profusely illustrated with more than 200 superb black and white photographs and provides a feast of nostalgia for the more general reader, as well as a comprehensive reference for the enthusiast.

LEYLAND SOCIETY**LEY69 Leyland Fire Engines 1909-1930****£14.95**

This volume is the one of three covering the fire appliances produced, mainly at Chorley, Lancashire by Leyland Motors Ltd. The book is a prequel to that written by the late Neil Steele in 2003 and covers the

beginnings of fire appliance production, continuing up to the introduction of the LTB1 Lioness Six range, which is where Neil began his account. While the range of appliances produced took some time to become established Leyland soon became one of the two most successful and most respected manufacturers in the British Empire and beyond.

MALVERN HOUSE PUBLICATIONS**MH137 AEC Album Part 2- Including Maudslay £5.95****MH139 Foden Album £5.95****MH053 Traction Engines and Tractors £5.95****MH151 Leyland Album Part 1- Lorries & Vans £5.95**

Leyland Lorries and Vans by John Hanson was one of the first four Auto Review books, written in 1995, published in 1996. Nearly a quarter of a century later we have to update that early publication to 2019 and to current Auto Review standards, with almost three times as many illustrations, half of them in colour. There is a second new volume, Leyland Buses and Coaches, promised in 1996, but never delivered. John's original text has been augmented and updated for this volume, with entirely new text.

MH148 Mercedes Album Part 3- Unimog & MB-Trac £5.95

In this publication we look at the history of the Unimog, a unique all-terrain vehicle conceived in the closing months of the Second World War. Its designers, Albert Friedrich and Heinrich Rossler had the prototypes built by Eberhard & Sohne, who could not bring the vehicles to

production, so Boehringer of Goppingen built the first few hundred examples. Boehringer could not expand production to keep up with demand, so Daimler-Benz took over the operation and moved it to their truck plant in Gaggenau. There it stayed for half a century before moving again, to Daimler's Worth complex. The story told here covers all the dozens of different vehicles in the Unimog family, including military, paramilitary, emergency, expedition and road-rail vehicles, as well as the more usual agricultural and industrial applications.

OLD POND PUBLISHING**OS816 Brain Haulage: A Company History 1950-92 £24.95****MAGAZINES****LEYLAND SOCIETY****LEJ20 Leyland Journal Issue 20****£10.00****OMNIBUS SOCIETY****OS537 Omnibus Magazine 537****£4.50****OS538 Omnibus Magazine 538****£4.50****OS539 Omnibus Magazine 539****£4.50****OS540 Omnibus Magazine 540****£4.50****OS541 Omnibus Magazine 541****£4.50****OS542 Omnibus Magazine 542****£4.50****OS543 Omnibus Magazine 543****£4.50****OS544 Omnibus Magazine 544****£4.50****OS545 Omnibus Magazine 545****£4.50**

Edited as always by Cyril McIntyre, this edition for September and October this year covers all the usual bases for anyone interested in the bus industry. There is, as normal, your letters, a look at the archive and important dates to

keep in your diary as well as feature articles. The report of this year's AGM appears in this issue.

There is also a report by Terry Harper about 'Eastern and Southern Branch Hits the High Spots in Brighton'. This 48 page magazine is fully illustrated throughout with full colour photographs as well as some older black & white pictures.

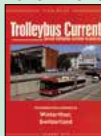
STTS**STT71 Scottish Transport Magazine 71 2019 £6.50**

In this year's edition, for 2019, Keith Jones details the story of the preservation of Aberdeen tram 15; Ron Stevenson creates an interesting extra for his model tram layout in his article, 'The Depot Diorama'; Gavin Booth gives

more details of work on Edinburgh buses and Keith Jones tells the story of the Aberdeen inventor, Robert Davidson. Further articles in this magazine include: 'Taking a Tram in St. Petersburg' where Gordon Casely goes with the Lonach Pipe Band and 'A Crashed Lancaster?' where Graham Ewing recalls his National Service at Abyad, Egypt, in 1956. There is also a review by Alan Brotchie on Stenlake's recent book on 'Perth's Trams and Early Buses'. A5 softback, 51 pages illustrated in colour and black & white.

TROLLEYBUS CURRENT

- TC017 Trolleybus Current No 17 Winter 2017/18 £7.20
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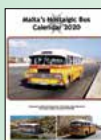


The summer edition 2019 of the Trolleybus Current magazine focuses on trolleybuses around the city of Winterthur in Switzerland. The pictures in this magazine are all taken this June and therefore show the trolleybus

systems as it runs currently. Winterthur is home to approximately 100,000 people and as a city it has remained much the same for many years. However, over the last century there has been an increase in the population with new housing developments appearing in various locations. These new housing developments have subsequently led to the introduction of route 2E with more public transport plans proposed for the future. This 39 page A5 magazine is packed with colour images and captions, route and fleet details of the trolleybuses working in this region.

CALENDARS**MODELSTONE BUS CLUB**

- MBC20 Malta Bus Calendar 2020** £9.00



This month to view calendar features a variety of traditional Malta buses in action across the island in the days before their withdrawal and replacement with new vehicles. This calendar has 12 pages is spiral bound and comes in at just larger than A4 size.

PLATFORM 5 PUBLISHING

- RPE20 European Railways Calendar 2020** £9.00



New for this year, in a similar style to the modern traction calendar, is this European railways edition. There is plenty of space for you to write appointments and notes for each day and a large picture for each month. As always, the pictures are taken by some of the best railway photographers, capturing these trains at their best.

- RPM20 Modern Traction Calendar 2020** £9.00
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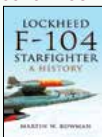
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PEN & SWORD

- P6326 Lockheed F-104 Starfighter- A History** £30.00



The F-104 Starfighter is quite possibly one of the most photographed aircraft of all time. It is certainly one of the most iconic. Here, Martin Bowman offers up a well-researched, comprehensive and thoroughly entertaining history of this

impressive interceptor aircraft and fighter bomber. First-hand insights gathered from pilots who have flown the Starfighter in a variety of international contexts make for a rich and diverse narrative, interspersed throughout with a good selection of illustrations that really bring the story to life. Over the course of an eventful history, the Starfighter has been caught up in an extensive variety of conflicts across the world. This book not only acquaints us with the landmark milestones of a widely utilised aircraft type, it also illuminates our understanding of the dynamic history of aviation in the second half of the 20th century.

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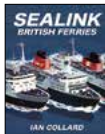
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Sealink's antecedents go back to the packet boats of the days before steam. The invention of the steam engine greatly assisted the development of the railways and led to the growth of the packet boats. The private railway companies

recognised the need for an integrated transport system which included operating service across the sea routes. The Big Four railway companies were nationalised in 1948 and their shipping services came under the control of the British Transport Commission. In 1968 a Shipping and International Services Division of the British Railways Board was formed. This separate division operated under the brand name of Sealink. In 1979 the assets of the Shipping and International Services Division were transferred to Sealink UK Limited, a wholly owned subsidiary company. With a wealth of images, Ian Collard tells the fascinating story of this unique shipping company.

A8700 The Great Scuttle: The End of the German High Seas Fleet Witnessing History £14.99

A8069 Heyday of Thames Pleasure Steamers £14.99

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FERRY PUBLICATIONS

FP896 Bretagne - A Ferry of Art & Distinction £16.95



This book will be published in both English and French and will cover the history of the distinctive 28 year old ship, which has served Santander and St Malo principally. The book will feature the distinctive and much sought after art

work of Alexander Goudi and his commission by Brittany Ferries to fulfil the art on board the ship.

F6814 DFDS Linking Europe £16.95



DFDS have been providing shipping and logistic solutions since 1866, this new book written by Kai Ortel looks at the history of the company and its modern day operations serving Europe.

The book includes a wealth of photography and will also include detailed information on each of the vessels operated by the company today from passenger cruise ships to freight vessels.

F6822 Ferries from the British Isles to Iberia £19.50



Ferries from the British Isles to Iberia looks at the development of the ferry services from Britain to Spain from the 1960's and includes the pioneering companies of Swedish Lloyd, Southern Ferries, Aznar Line and Brittany Ferries

who have successfully developed and expanded the routes over the last 40 years. The book contains detailed analysis of each company and the principal vessels that have operated the services over the years along with a wealth of new images, brochures and maps to compliment the text.

LP812 By Sea to the Channel Islands £21.50

F6824 Dover Strait's Railway Cargo Steamers £15.00

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F6829 Hythe Pier and Ferry - A History £16.95

F6826 In Deep Water - The Maritime Art of Robert G Lloyd £22.50



Following on from the author's All At Sea volume this new publication brings a further stunning collection of technically accurate paintings from the portfolio of Robert G. Lloyd. The

paintings subjects are varied from ferries to liners, super tankers to supply vessels, coasters to sailing ships all of which are set in interesting locations. The paintings are accompanied by the artist's own comments, stories behind the commissions, and contributions from the world's leading names in the ferry, cruise and shipping industries. Images will include: W.B Yates, HMS Agamemnon, the cruise ship Marina, New York harbour with nine cruise ships afloat, the Goelo and the Viking Venturer.

F6827 Superfast & the Ships of Attica Group £18.95



The publication looks at the development and introduction of the Superfast ships operating in the Adriatic and Aegean seas. The distinctive and slick Superfast vessels built in Germany and Finland

transformed the Greek ferry business from the mid-1990s until the present. The book contains unique first-hand accounts of the design development, construction and operations of the Superfast fleet and the challenges overcome. It describes the expansion of the parent company, Attica Group, and its development of the Blue Star Ferries brand, as well as the re-organisation of the ferry services in Greek waters and Attica's recent acquisition of Hellenic Seaways. Many of the twelve Superfast ships have been cascaded to various parts of the world, including Australia, France, Canada and the Baltic and their subsequent careers are included as well.

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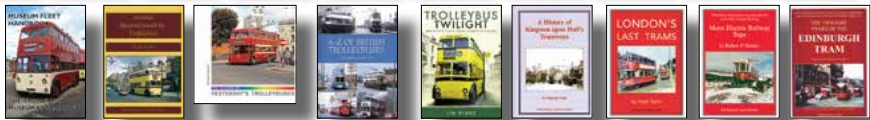
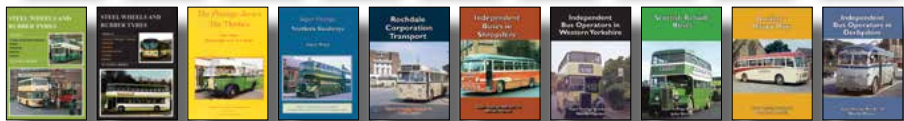
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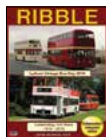
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Please note that the last posting date for Christmas by Royal Mail within the UK is Wednesday 18th December. The last posting date for UK courier parcels is Friday 20th December. Overseas posting deadlines vary depending on the destination country but Royal Mail recommends parcels being sent no later than the week beginning Monday 9th December to avoid disappointment.

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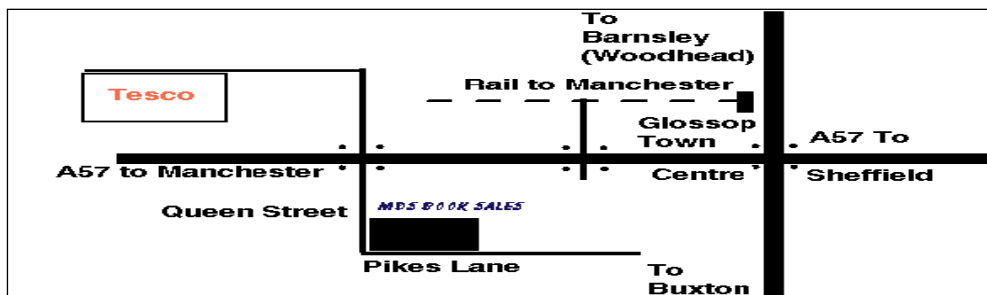
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