

MDS Books

For collectors and enthusiasts

2021 Book News



Welcome to our 2021 Book News. As we come towards the end of a very strange year we hope that you've managed to get this far relatively unscathed. It's been a very challenging time for us all and we're just relieved that, so far, we're mostly all in one piece.

While we were closed over lockdown, Mark took on the challenge of digitalising some of Venture's back catalogue producing over 20 downloadable books of some of our most popular titles. Thanks to the kind donations of our customers we managed to raise over £3000 for The Christie which was then matched pound for pound by a very good friend taking the total to almost £7000. There is still time to donate and download these books, just click on the downloads page on our website for the full list.

We're still operating with reduced numbers in the building at any one time. We've re-organised our schedules for packers and office staff to enable us to get orders out as fast as we can, but we're also relying on carriers and suppliers. Many of the publishers whose titles we stock are small societies or one-man operations so please be aware of the longer lead times when placing orders for Christmas presents.

The last posting dates for Christmas are listed on page 63 along with all the updates in light of the current Covid situation and also the impending Brexit deadline. In particular, please note the change to our order and payment processing which was introduced on 1st July 2020.

The shop is still closed and there is no date to re-open at the time of printing but we are still running our mail order service as normal. Please address all your correspondence to us at the FREEPOST address below. No stamp is required and no further address details are needed as this invalidates the Freepost service, which will certainly delay your letter and may even mean we don't receive it.

FREEPOST MDS BOOK SALES

We've obviously not been able to get out with the sales stand at all this year and, at present, we have no dates to advertise for 2021 but as soon as we have any news we will update our website.

The office will close for Christmas on 23rd December and will re-open in the new year.

Thank you for your continued support, please stay safe, and we look forward to hearing from you.

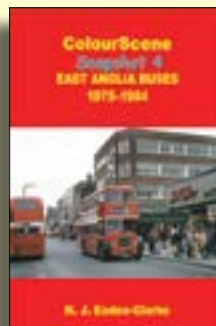
Lou, Kerry & the team MDS Book Sales

Cover image: In the yard of Bickers of Coddensham stand Bristol SC4LK WAH875 with ECW body new to Eastern Counties as their LS875 in 1957 and former London Transport GSs 56 (MXX356) and 60 (MXX360) which are Guy Specials with B26F bodies by Eastern Coachworks. 27 August 1975. (*Eadon-Clarke*) This picture is taken from our forthcoming book 'ColourScene Snapshot 4- East Anglia Buses 1975-1984', due December 2020. More information overleaf.

FORTHCOMING

COLOURSCENE SNAPSHOT 4- EAST ANGLIA BUSES 1975-1984

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



VP472 AVAILABLE DECEMBER 2020 £23.95

SUPER PRESTIGE 43 MERTHYR TYDFIL

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

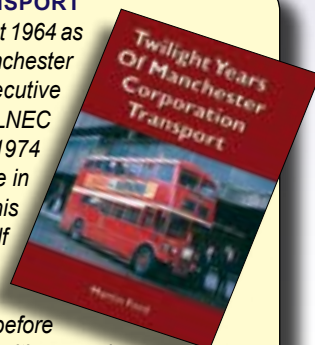
VP492 £20 IN STOCK NOW

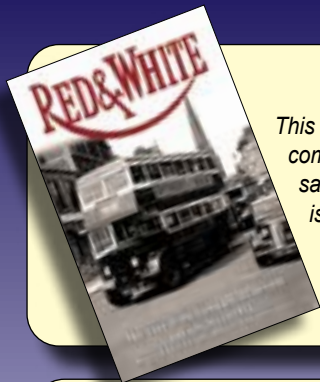
THE TWILIGHT YEARS OF MANCHESTER CORPORATION TRANSPORT

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 £18 IN STOCK NOW





RED & WHITE SERVICES LTD

THE COMPANY, ITS SERVICES AND VEHICLES TO 1953

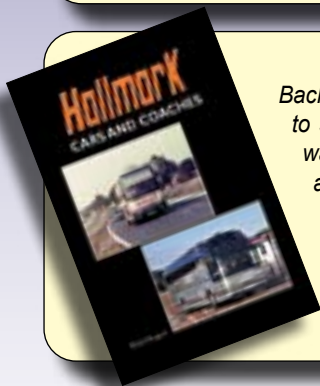
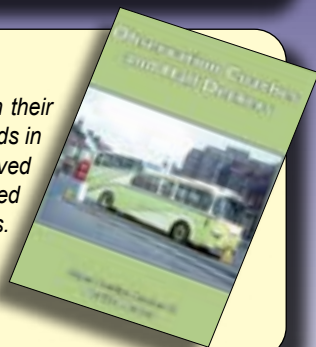
This book tells the first part of the history of this fascinating family-owned company. The book covers Red & White from its creation right up to its sale to the British Transport Commission (BTC) in 1950. This publication is profusely illustrated with hundreds of pictures of vehicles, tickets and timetables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

VP480 £50 BACK IN STOCK

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

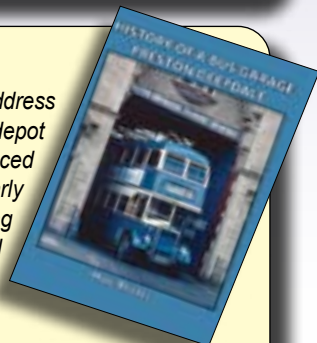
Back in 1968 Eric Atkinson teamed up with local businessman John Barnett to start a chauffeur-car company for transporting airline crews. Atkinson wanted his young son, Mark, to be referenced in the company name and as they were aiming for a quality service "Hallmark" became the obvious identity for 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

PRESTON DEEPDALE - 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 Rotala operation.

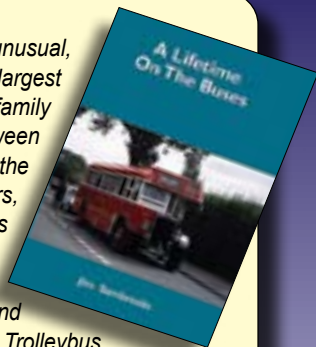
VP490 £25 IN STOCK NOW



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.

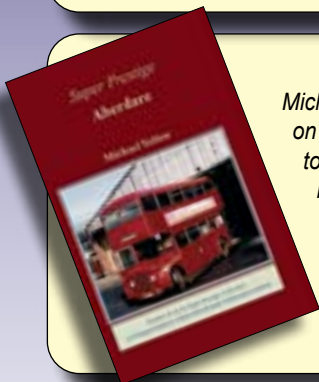
VP406 £20 IN STOCK NOW



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.

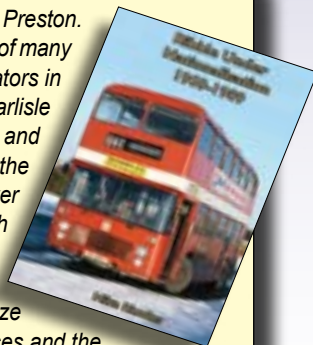
VP485 £16 IN STOCK NOW



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 IN STOCK NOW



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.

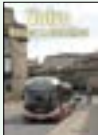
The company ran as Chiltern Queens until 2002 when the company came in to financial difficulties. It was at this point that Keith Horseman from Horseman Coaches Ltd got involved and took control of their affairs. The initial intention was to keep the Chiltern Queens name for a further two years but this 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 Campbelltown 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.



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 Ribble.



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

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



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

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



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

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.

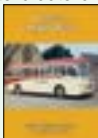
To see the whole range of **Venture publications** titles, including those which are now out of print, follow the link below

www.mdsbooks.co.uk/vpl

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

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

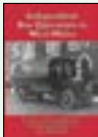
Geoff Smith has prepared this volume in Venture's Super Prestige format covering Austins - Happy Days of Woodseaves, Stafford. Another successful independent, they operated stage carriage services in the rural areas of the Staffordshire/Shropshire borders. The Happy Days coaching arm continued for many 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****£20.00 £10.00**

This is the second book from Venture written by Les Dickinson and it covers some of the independent bus companies that operate in west Wales. It follows the same Super Prestige format as his first book, Richard Brothers of Cardigan and has been written as a companion publication. This book will attempt to provide an insight to the operators on the coastal strip around Cardigan town and North Pembrokeshire, particularly Newport, Cilgerran and St Dogmaels from just before 1920 and up to more recent times. The second volume by Les Dickinson on buses in this region will be available later in 2019.

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

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

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

This book describes the development and expansion of Manchester's pioneering light rail system from the initial phase converting the Bury and Altrincham railway lines through the various extensions that have taken place in recent years and looks forward to the airport line and second city crossings currently under construction.

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

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

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

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

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

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

**VP463 Trolleybus Museum at Sandtoft****Fleet Handbook 2nd Edition****£8.00 £5.00**

This volume describes the rolling stock at the Trolleybus Museum at Sandtoft, utilising a one vehicle per page layout and containing a resume of each exhibit. A brief history of the remarkable growth of the Museum site from 1969 to the present day is also included, making this an essential pocket book for anyone visiting the Museum. 80 pages, softback, with over 80 colour photos.

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

This new edition is a fully illustrated all-colour pocket book that describes the National Tramway Museum fleet on a one car per page basis. A mixture of vintage and modern pictures selected for their quality make this quite literally a little gem. Edited by long-standing TMS members John Senior and Ian Stewart.



BUS & TROLLEYBUS BOOKS

AMBERLEY PUBLISHING

A7568 Bedford Buses & Coaches

£14.99 Feb

Until production ceased in 1986, Bedford buses and coaches were a familiar sight on roads across the world. From the ubiquitous Bedford OB and the distinctive six-wheeled Bedford VAL right up to the final model, the air-suspended turbocharged Venturer, the advertising slogan 'You see them everywhere' was perfectly suited to the company. Covering the period from 1960 until the end of production, this book gives an overview of the majority of models produced during this period including the SB, VAM, VAL and Y types. Containing a brief description of each chassis type and 180 photographs, most in colour and all with informative captions, it showcases the products of the Dunstable factory in their operating heyday.



A0474 Bus Company Service Vehicles

£14.99 Feb

In the days before privatisation, many bus companies adapted old buses for a variety of specialist uses as service vehicles. Using the skills and ingenuity of their workshops, buses might become, among other things, stores vans, tree loppers or uniform stores. Trolleybuses may have been converted to tower wagons to maintain the overhead wires. Some bus operators converted old buses to towing lorries. Others preferred ex-military trucks such as the AEC Matador. These came with somewhat austere cabs. Buses would also be adapted to serve as information offices or publicity buses, promoting such things as holiday tours or special ticket offers. Since privatisation, such practices have died out for a variety of reasons. Expensive, in-house workshops have largely been closed. Furthermore, the modern low-floor rear-engine buses are probably less suited to such conversions. Companies will use the services of specialist commercial bus and truck rescue services rather than retaining their own towing vehicles.



A9948 Buses in Greater Manchester in the 1990s

£14.99 Dec

Like many of the conurbations across Britain, the Greater Manchester region in the 1990s offered a fascinating mixture of buses from operators both, large and small, new and established. The deregulation of the bus industry that began in October 1986 created a lively if sometimes chaotic environment. Operators came and went; some were rather spectacular in their demise. As the 1990s progressed there was gradual consolidation, as increasing areas of operation came under the control of the emerging larger groups - the likes of First, Stagecoach and Arriva. In this book, Howard Wilde reflects on some of the choice moments of this eventful decade, with a wide selection of photographs from Manchester and the numerous surrounding towns to show a period that was fascinating for the enthusiast, if not always beneficial for the passenger.



A9950 Buses of North Staffordshire

£14.99 Jan

When the words Buses of North Staffordshire are used most people will think of PMT, and later First running through the urban areas of Stoke-on-Trent, with additional vehicles from a few medium sized family-owned operators thrown in for good measure. Our journey, however, taken over the last 50 or so years will also feature the vehicles of the many smaller rural operators. Schools services and works contracts have always been an important part of the bus scene, and many of the vehicles featured will have been mainly used for providing such services. Some of the operators featured are well-known names, with lengthy histories, others will be less familiar, and in some cases short lived too. The traditional independents, Berresfords, Stevensons, Turners etc have all gone now, but in their place are new operators, new ideas, and still a wealth of interesting vehicles to cope with the ever-changing demands of a still shrinking market.



A0119 London Low-Floor Buses

£14.99 Nov

The low-floor bus was first introduced to the streets of London in 1994 with a fleet of sixty single-decks entering services with London Buses Limited, passing quickly to the new privatised operators. These vehicles were not that popular, and no further examples arrived into London until 1996 in the form of the Dennis Dart SLF. It was almost another two years before the first low-floor double-deckers entered service in the capital. The early 2000s saw low-floor buses flood the capital, mainly of the DAF and Dennis variety, with a smaller number of Volvos entering service. The second generation of low-floor vehicles were introduced to the capital in 2006 in the form of the Enviro range produced by Alexander Dennis Limited. The Enviro 200 and 400 models were taken into stock by many London operators, but some chose other models. With 180 wonderful photographs, David Beddall has produced a fascinating tribute to this part of London's bus history.



A9952 Municipal Transport in Lancashire

Since 1974

£14.99 Feb

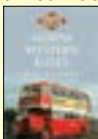
In 1959 there were twenty-seven Corporation Transport systems in the Red Rose County. These were significantly reduced in 1969 with the creation of the Passenger Transport Executives in Manchester and Liverpool and further reduced in 1974 following the reorganisation of local government, when boundaries were changed and new administrative boroughs created. All but two of the remaining systems were privatised during the 1990s, following the deregulation of bus services in 1986. Rossendale clung on to its own transport organisation until 2018 when it too was bought out by Transdev, leaving just Blackpool Transport as the only council-owned operator within the redrawn county boundary. This book picks up the story following local government reorganisation in 1974 and uses a comprehensive selection of photographs to depict the closing years of all of Lancashire's Corporation Transport systems.



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

A9954 North Western Buses**£14.99 Oct**

The North Western Road Car Company is just a fading memory now, but for almost 50 years its red and cream buses served a broad sweep of England's North West from the Cheshire plain to the Pennines. It was known as a friendly company, familiar as a commuter bus in Stockport, or market-day transport in rural Peak Forest, or as a fast express coach to London. Eventually, through no fault of its own, the company found itself in the wrong place at the wrong time and was dismembered to satisfy bureaucrats poring over a map. The name was revived briefly in the 1980s but today the only buses with the proud name 'North Western' on their sides are to be found in museums. This book isn't a history of the company - it's a taste of the days when a North Western timetable could be found in every home in its territory. Paul Williams has collected a unique set of photos taken between the 1950s and the 1970s from the collection of the Museum of Transport, Greater Manchester.

**A0826 Shuttle Buses- Fleet History 1990-2020£14.99 Oct**

Shuttle Buses, based in Kilwinning, Ayrshire, celebrates thirty years in business in 2020. During that time, it has grown from running two Ford Transit minibuses to a modern fleet of fifty-five buses and coaches operating throughout south-west Scotland. Over 150 vehicles have been operated over three decades and twenty manufacturers have been represented in the fleet. Traditional suppliers like ADL, Leyland, Mercedes, Optare, Scania and Volvo are joined by less common buses from Bedford, Carind, Fiat, KingLong and Talbot, in what must be one of the most diverse fleets operated in the UK in recent times. Almost every vehicle ever owned is pictured in this collection, at work and in less frequently photographed situations. Written by the co-founder and managing director, the informative captions give an operator's perspective of each type, detailing mistakes that have been made over the years and the company's many success stories.

**A8169 Southampton City Transport Buses£14.99 Feb**

With a wealth of rare and previously unseen images, Southampton Corporation Transport Buses illustrates the development of mainly diesel-powered buses operated by Southampton Corporation Transport and its successors since the early years of the twentieth century until recent times. As well as covering the vehicle types used, the photographs included here attempt to show as much background around the buses as possible to give a fuller portrait of this interesting city and its history. Written by a long-time member of the Southampton & District Transport Heritage Trust and making use of the group's superb archive, the images presented here give the reader a wonderfully evocative insight into the history of transport in the city.

**A9968 Southern National Omnibus Co****£14.99 Jan**

Nowhere had the nineteenth-century rivalry between competing railways companies had a more marked effect on the much later motor-omnibus industry than in the South West of England. Criss-crossing and, in some cases, almost parallel lines, laid or acquired by the GWR and London & South Western Railway, created territorial allegiances that are remembered to this day. In the 1920s, the railway companies' operating terrain formed the basis for the establishment of two offshoots from the National Omnibus & Transport Co Ltd. It was a time when the railway companies involved bought their way into the omnibus industry. The resultant Western National and Southern National omnibus companies shared a common address in Exeter but had different railway company directors on their boards. This book begins by outlining the founding of the National Omnibus & Transport Co together with the express service and Royal Blue subsidiaries' operations. It then focuses on the history of the Southern National company's operations.

**A9639 The Buses of East Scotland****£14.99 Oct**

The exact definition of East Scotland can be difficult to define due to its wide geographical areas, but for the purpose of this book bus services covered are from a wide range of destinations including Aberdeen, Dundee, Edinburgh, Perth, Fife, the Borders and the Lothians. Not only do large well-known operators such as Stagecoach, First and National Express serve the communities here, but so do companies such as Borders Buses (part of the Craig of Campbelltown West Coast Motors Group), Lothian Buses, Lothian Country Buses, East Coast Buses, Moffat and Williamson, Rennie's, Prentice, Eves, Ratho Coaches and Edinburgh Coachlines. In this book, Richard Walter illustrates the scenic and contrasting areas that these buses operate in. The bus remains an essential lifeline in many of the smaller towns and vehicles change and adapt as necessary.

**BRITISH BUS PUBLISHING****BSBG7 British Bus Handbook Smaller Groups****7th Edition 2020****£19.25 Oct**

This book is part of a series that details the fleets of certain bus and express coach operators throughout Britain. The operators included here are more of those who provide tendered and commercial services. They are the groups which have not featured in their own dedicated volume.

CAPITAL TRANSPORT PUBLISHING**CA450 Young Routemasters****£19.95 Oct**

This new album records the first uses of the RMs delivered up to the last RM in 1965. It covers the prototypes, the RMs used on trolleybus replacement routes, the entry into service of the RMCs and the first few years of RT family replacement all those conversions using newly delivered buses. Detailed captions accompany 160 black & white photos.



All these books due shortly. To order phone 01457 861508

GVVT

GVVT3 Over the Sea to Skye

£19.95 Oct

This book tells the story of Britain's longest stage carriage bus route, now operated by Citylink as service 916, a six-hour marathon journey from Glasgow to Uig on the Isle of Skye. Cleverly conceived and expertly written by Donald Booth, he recounts the history of the service and some of his experiences driving many of the vehicles illustrated along the route. Donald's interest in the Uig service stems from family connections with Skye. In 'Over the sea to Skye' he takes the reader along the route which passes through some of Scotland's most spectacular scenery on its 225 mile journey. He explains in detail how it has grown from a one day a week operation operated by small independents in the 1950s and 1960s, through the Scottish Bus Group years and up to the 7 days a week operation with multiple daily journeys, operated by Scottish Citylink from the 80s to the present.



MALVERN HOUSE PUBLICATIONS

MH164 British Bus & Coach Builders Album £5.95 Nov

In this publication we look at firms whose principal work was to fit bus or coach bodies to chassis made by other firms. There have been many dozens, probably hundreds, of such UK companies, so we do not claim that this is a complete survey of all British coachbuilders. We have, however, tried to include the more important or more interesting firms. The main factor for inclusion here is that bodywork was produced on a commercial basis for sale to someone else. Not included here (in most cases) are bodies made by companies which were primarily chassis manufacturers (Leyland, Dennis, Guy etc). If, however, a chassis manufacturer such as Crossley frequently built bodies on chassis from other manufacturers, they are mentioned here. Mostly excluded are those firms which just built one or two bodies, or which only modified or refurbished old bus bodywork. This is such a large subject that we have divided it over two volumes; in these pages we cover coachbuilders based in England.



PEN & SWORD

P5541 Buses Along The South West Coast Path

From Minehead to Poole

£25.00 Nov

When one thinks of public transport in the south west over the years, two names tend to dominate: Western National and Devon General. But as this book with a difference shows, there was much more to it. Whilst it features buses past and present from a variety of operators large and small, it does so by following the route of one of the most well-known walks in England. The South West Coast Path stretches for 630 miles from Minehead in Somerset, through Devon and Cornwall along the north coast to Land's End, and back along the south coast to Poole harbour in Dorset.



It boasts some spectacular scenery and regularly appears in lists of the world's best walks. So this is not just a book about public transport, it is also a travellers' guide to things to see and do along the length of the Coast Path. The photographs of buses date from the 1920s through to the 2010s and feature over twenty-five different operators. There are brief notes on the way in which the Coast Path connects these places and the availability of modern-day bus services between them, and should any further encouragement be needed to plan a visit to the area, scenic views of some of the most beautiful locations are also included.

SILVER LINK

S4559 Buses & Coaches of Walter Alexander & Sons 1955-1956

£25.00 Oct

Walter Alexander was for many years the largest bus company in Scotland. The operations were divided into three areas - Southern, Fife and Northern. The Southern area was substantially that developed by the Alexander company. In Fife it was the General Motor Carrying Company Limited of Kirkcaldy and Wemyss & District Tramways Company Limited. In Kirkcaldy Corporation tramcars were replaced by Alexander buses on May 15, 1931. In Dunfermline Simpson's & Forrester's Limited was absorbed on April 1, 1938. The Northern area came into Alexander hands from 1930 with the takeover of services operated by the Scottish General Omnibus Group, Northern General Services of Arbroath and the bus services of the London & North Eastern Railway Company in Aberdeen. In 1949 Scottish Motor Traction services around Dundee were transferred to Alexander, and in 1950 James Sutherland of Peterhead followed. This book covers all three areas with views taken in 1955 and 1956.



STEVE KNIGHT MEDIA

SKM52 Stagecoach East Fleet Handbook 2020 £6.50 Oct

Stagecoach East operates from depots in Bedford, Fenstanton, Cambridge and Peterborough. Investment in 2019/20 has seen 12 tri-axle double decks and six Volvo saloons join the fleet. The company has faced challenges in returning services to normal post-COVID 'lockdown' as it works to ensure it buses and coaches are COVID-secure. This means that it may be some months before all required vehicle types are returned to service. As a result, we have taken the decision to delay the publication of this Fleet handbook until October 2020. The book will detail all vehicles in the fleet along with extensive information on liveries and branding as well as depot allocations.



VERNON MORGAN

VM456 Rees & Williams and West Wales Motors

Tycroes (Ammanford)

£22.50 Jan

The book explores the history of Rees Williams and West Wales Motors. The author, Vernon Morgan, uses beautiful photographs to show this companies' development as they work alongside the beautiful Welsh landscape.

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WOOLYBUS**WB410 2020 FirstGroup Fleet Book****£18.00 Oct**

This book is currently up to date to the end of March 2020 (before Covid-19 restrictions took place), and contains fleet lists, with allocations, for each of the subsidiary bus companies in the FirstGroup UK Bus operation. As well as the buses, it has fleet lists for Great Western Railway (including Heathrow Connect), Hull Trains, TransPennine Express and Croydon Tramlink. Due to the current coronavirus outbreak in the UK, and the restrictions imposed along with the heavy bus service reductions across the country, Woollybus has suspended the release of this title until things return to some degree of normality after the coronavirus restrictions have been lifted. A5 softback with over 120 colour photographs.

**TRAMS/LIGHT RAIL BOOKS****PEN & SWORD****P0904 Blackpool Streamlined Trams****£25.00 Oct**

In the early 1930s the tramcar in Blackpool was at a crossroads; the system needed investment in both new track and new trams whilst there was a serious threat that the 'town' routes might have been converted to bus operation. The appointment of Walter Luff as the new general manager was, however, to prove a turning point. Working closely with English Electric, based in nearby Preston, Luff developed a series of streamlined trams - both single-deck and double-deck - that were to revolutionise the town's tramway. By the end of 1930s, the corporation had acquired more than 100 new trams - the majority built by English Electric but with 20 coming from Brush - that ensured the survival not only of the key route along the Promenade to Fleetwood but also of the bulk of the 'town' routes. Over the next 70 years these trams were to form the cornerstone of the Blackpool system. This book examines the history of Blackpool's streamlined trams of the 1930s from development through to preservation.

**P0908 The London 'E/1' Tram****£25.00 Nov**

Probably the single most numerous of tramcar constructed for operation on Britain's first-generation electric tramways, the London County Council's 'E/1' class had an operational history that stretched for almost 50 years. The first were produced towards the end of the first decade of the 20th century and the last were withdrawn with the conclusion of 'Operation Tramaway' - the final conversion of the once great London tramway system - in July 1952. Over the years, more than 1,000 were built for operation by the LCC with similar cars being constructed for a number of the council operated systems in the capital prior to the creation of the LPTB in July 1933. The last batch - effectively rebuilds of



single-deck cars that had once operated through the Kingsway Subway prior to its modernisation - not completed until the early 1930s. During the 1920s the LCC cars had undergone a Pullmanisation programme and, during the following decade, a number underwent the LPTB's Rehabilitation scheme. Moreover, with the removal of the restriction on the use of enclosed lower-deck vestibules, many others were converted to fully enclosed during that decade. Although withdrawals commenced in the 1930s, as the tram system north of the river was converted to trolleybus operation, and others were lost as a result of enemy action during the war, a sizeable number survived to the system's final days. This book examines the history of this important class from development through to preservation.

ROBERT SCHWANDL PUBLISHING**MET63 Tram Atlas Northern Europe 2nd Ed £20.00 Jan**

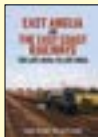
This illustrated atlas presents all tram and trolleybus operations in Northern Europe, from Bergen in Norway to Vilnius in Lithuania. For each city there is a detailed network map in the form of a track plan, for some with a special city centre map, with all stops, single-track routes, loops, depots, etc. All current vehicles are represented in colour photos.

**MET64U-Bahn, S-Bahn & Tram in Hamburg £20.00 Nov**

In the northern German metropolis, the Hochbahn operates the second largest underground network in the country. In addition, as in Berlin, there is a S-Bahn network operated by Deutsche Bahn and equipped with a side busbar. Trams have not been running in the Hanseatic city since 1978, but we take a look back at this mode of transport. In this book you will find everything you need to know about the history of the Hamburg U-Bahn and S-Bahn as well as the AKN, which operates diesel-electric suburban trains in the north of Hamburg. Numerous, mostly coloured photographs give a good impression of the once large tram network.

**RAILWAY BOOKS****AMBERLEY PUBLISHING****A9966 East Anglia and the East Coast Railways- The Late 1940s- Late 1960s****£14.99 Nov**

The 1950s and 1960s was a time of profound cultural and technological transformation. With images and vivid recollections, we journey back to post-war East Anglia and the East Coast Main Line with many locations changed beyond recognition. In the 1950s, railway pride and optimism overcame staff shortages, returning locomotives to pre-war performance and introducing modern BR standard classes. By the 1960s, fiscal efficiency and the dawning diesel era turned pride to neglect of steam. Heroic workhorses were lost to scrap. As the mood turned to melancholy, just a few of these great workhorses became pets - polished, loved, and cared



All these books due shortly. To order phone 01457 861508

for by dedicated railway workers and a growing band of enthusiastic volunteers. People, machines and landscapes are crystalized on film for future generations; reawakening memories for those who lived through this time of change and offering a fascinating insight for those who are too young to have been trackside during this intriguing period of railway history.

A8071 East London Railways- From Docklands to Crossrail £14.99 Dec

Britain's railways in the early 1970s looked to be in terminal decline. The Beeching cuts of the 1960s had slashed much of the network, but still lines were closing and underinvestment left much of the rest in a sorry state. Since then, there has been privatisation and transformation (although whether these are cause and effect are debatable) to a situation now where passenger travel is booming. Nowhere has change been more pronounced than in East London. The redevelopment of the former docks into Docklands led to the construction of the Docklands Light Railway in the late 1980s, and the rejuvenation of other lines. The Millennium Dome celebrations and the award of the Olympic Games to Stratford each justified investment in new lines and facilities. But most of all, London's growing population has required transport, and particularly rail investment, to keep the city moving. This book charts the changes to East London's railways from the 1970s to the opening of Crossrail.



A0191 English Electric Diesel Locomotives £14.99 Nov

English Electric built their first diesel loco in 1936 and, before the company closed in 1968, built thousands of diesel and electric locos that saw service all over the world. They were among the companies chosen by BR to build prototype diesel locos for the Modernisation Scheme of 1955, which would see the replacement of steam traction by diesels and electrics. Locomotives were built to suit a wide variety of duties, some remaining in everyday service fifty years later. This book of mostly unpublished colour photographs from the collection of George Woods shows them in service all over the BR system from 1966 to 2019 working a wide variety of trains, both passenger and freight, in the great variety of liveries they wore both during their BR service and in later years under private ownership.



A0239 Exploring Devon & Cornwall's Branch Lines £14.99 Oct

The two most westerly counties in England remain hugely popular for travellers looking for a break in the UK. Perhaps less well known is the fact that, against all the odds when faced by the Beeching Axe, a number of popular destinations can still be reached by today's railway. From Barnstaple to Gunnislake, Exmouth to Falmouth, John Jackson explores the variety of lines and stations that remain on the railway map in the counties of Devon and Cornwall. With much of the area's industry now consigned to history, there is little remaining freight



traffic in the area. The main exception is the flow of Cornish China Clay for export that is still carried by rail and centred on the area around Par and St Blazey. The author has spent countless hours chasing these somewhat elusive workings in recent years. From rolling countryside to seaside views, these two counties have it all.

A7370 Freightliner Locomotives £14.99 Nov

Dating back to 1965, Freightliner is still going strong today, a great success for rail freight. It started life moving shipping containers from ports to inland terminals, where specialised cranes were used to tranship from rail to road. These trains serve no fewer than nineteen intermodal terminals across the UK. With the privatisation of British Rail in 1996, Freightliner's assets were transferred to a new company called Freightliner 1995 Ltd, in readiness for sale. Then in 1999 Freightliner set up the Heavyhaul side of the business as a direct competitor to the bulk rail freight company English Welsh & Scottish Railway (EWS). Today there are major maintenance depots at Crewe Basford Hall, and Leeds Midland Road, while the main marshalling yard and stabling point is at Crewe Cheshire. With a stunning collection of full-colour photography taken around the country, Dave Smith offers up a fantastic pictorial tribute to this icon of Britain's railways.



A9738 Preserved Rlys of Eastern England £14.99 Nov

Among the many lines that branch all around the East of England, there are some that can be seen diverging from stations that are never used by the train operating companies. These lines head to hidden gems within the East of England known as preserved railways. These provide their own different views and panoramas across the East, and with their range of classics steam and diesel locomotives are a mecca for the railway enthusiast. In this book there are seven preserved railways that can be found in the East of England, all of which vary in different length and different trains. Perfect for both local visitors and those from further afield considering a trip, this is an affectionate tribute to an important part of our national heritage.



A9016 Rail Rover- East Midlands Rover £14.99 Jan

In this book, the author takes full advantage of the diversity on offer as a regular user of this rail ticket. It offers the choice of three of the country's main lines stretching north to south across the ticket's boundaries (West Coast, Midland and East Coast) and a wide variety of other railway lines in between. With Milton Keynes at its southern edge and north to Sheffield and Doncaster, from Staffordshire on the West Coast Main Line eastwards to Lincolnshire and South Humberside, it is an area rich in contrasts. The rover user is spoilt for choice of passenger train operators. Express services are provided by Virgin's Pendolinos and LNER's Class 91s and, soon, state of the art Azumas, among others. These are



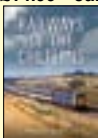
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complemented by a wide variety of both diesel and electric local services ensuring every day's journey is different. The area is also one of the busiest for observing the country's freight train movements, with many of the country's acknowledged freight hotspots falling in this rover ticket's area.

A9918 Railways of the Chilterns

£14.99 Jan

The Chilterns consist of a band of chalk hills to the north-west of London stretching from Oxfordshire to Hertfordshire. It so happened that these hills were directly on the routes of five major companies' routes to the North and Midlands. These were: the Great Northern, the Midland, the London & North Western, the Great Central and the Great Western. As well as the main lines there was a large number of branches, now nearly all closed. To complete the picture, to the north of the Chilterns was the Oxford to Cambridge transversal route, part of which remains open, and part of which is being actively restored. This book relates the story of these lines and their branches, through their construction and operation, the closures of the 1960s, to the situation today. Illustrated throughout with historic and modern photographs, maps, diagrams and timetables.



A9197 Second Generation Scottish DMUs

£14.99 Dec

Second Generation DMUs in Scotland covers the modern diesel multiple units introduced by BR from 1981. It encompasses locations from Aberdeen in the north to virtually the whole of Scotland and also to Carlisle just over the border.

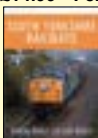
This book covers units from the experimental Class 140s, introduced in 1981, right up to and including Class 185s still in use with TransPenine Express. Possibly the best unit introduced to Scotland are the Class 156 units based at Corkerhill Depot in Glasgow. These units can be found working from Newcastle to Mallaig. The new generation of DMU fleets can go faster and travel further and have generated a huge following. Here, Colin J. Howat combines previously unseen historical black and white photography with modern digital examples to tell their story.



A9828 South Yorkshire Railways

£14.99 Feb

Coal and iron making first brought railways to what is now called South Yorkshire. The industrial towns of Sheffield, Rotherham, Barnsley and Doncaster attracted the Victorian pioneers, who built a myriad of often competing lines to the collieries and factories. The carriage of people was almost an afterthought, but once there was demand, the passenger routes followed, linking the growing centres of population and connecting major cities in adjoining counties and further afield. Perhaps most historically of all, the immense challenge of piercing the Pennines at Woodhead was met with the construction of the Great Central's line from Sheffield to Manchester, later famously electrified and then closed. This photographic collection presents a selection of images, across this diverse county, from the 1970s to the present day, from

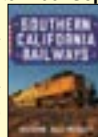


the dying days of the pits to the era of the internet-enabled trains of the 21st century. Many of these pictures feature infrastructure and locations that have long since disappeared.

A9631 Southern California Railways

£14.99 Sept

Southern California Railways looks at the operations of some of the many railroads that serve the southern half of the Golden State. Including the passenger operations of Amtrak, Metrolink and San Diego Coaster and the freight operations of the Union Pacific and BNSF Railway as well as some short line operators. The book shows some of the huge variety of trains and locomotives that ply their trade in the area. The book focuses on the area south of San Luis Obispo and Bakersfield, including Los Angeles and San Diego, as well as the Mojave Desert and Salton Sea and includes 180 stunning images documenting the railway scene.



A9042 The End of the Woodhead Route

£14.99 Oct

In *The Woodhead Route: A History*, transport historian Stephen Heginbotham takes a fresh look at the famous and much mourned route. Perhaps the most keenly missed stretch of track in the entire country, the possibility of the route being reopened remains an ever present issue when the state of the nation's railways are discussed. Utilising a superb selection of previously unpublished photographs from the camera of Ian Blackburn, the true story behind this iconic part of the British landscape is told.



A9766 The Stanhope & Tyne Railroad Co

£14.99 Nov

Opened in 1834, the Stanhope & Tyne Railroad Company's line ran from the limestone district of Weardale, via the collieries of North West Durham to the mouth of the River Tyne at South Shields. This extraordinary railway used horses, steam locomotives, stationary engines and gravity-worked inclines to transport lime, limestone and coal. The company soon found itself in financial trouble, and its downfall almost bankrupted Robert Stephenson, who was consulting engineer for the company. Change of ownership saw the line become profitable, one half being run by the newly formed Pontop & South Shields Railway Company, the other by the Stockton & Darlington Railway Company, with the two halves later coming under the ownership of the North Eastern Railway and later the London & North Eastern Railway and then British Railways. The story of this remarkable line and its varied ways of working are told here, accompanied by images of the route, the locomotives, equipment and men who ran it.



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CAPITAL TRANSPORT PUBLISHING

CA452 London's Disused Railway Stations- South East £25.00 Nov

The second in Jim Connor's new series of hardback books on London's disused railway stations covers South East London. Closed stations built by the London Chatham & Dover Railway, the South Eastern Railway and the London Brighton & South Coast Railway are all included in well-researched text and copious illustrations.



CRCGY

CR982 British Rlys in Unseen Colour 1960 £20.00 Oct

The images in these pages range across the country and reflect many aspects of the steam railway and its infrastructure in 1960. Across the seasons, we have views depicting idyllic rural branch lines, main line expresses, labouring, lengthy, loose coupled goods and mineral trains, shed and station scenes, which combine to paint a picture of the actuality of the railways all those years ago.



CR975 British Railways

Mark 1 & Mark 2 Coaching Stock £35.00 Oct

From the early 1960s development work took place on replacements for the Mk1s. The result was the Mark 2 launched in 1964. Built over the next decade, the MK2s were constructed in several variants up to the Mark 2F, each offering improvements based on the same basic body shell. As with the Mark 1 coaches, the Mark 2s are now largely withdrawn, although a handful remain in main-line service. This is a fully revised and updated edition of Hugh Longworth's classic work on BR Mk1 and Mk2 coaches. Continued research has brought to light much additional information, particularly from the 1960s. The content has been completely reviewed for this new edition and all known errors corrected. Updated to December 2019, colour photos have been added and all the diagrams have been redrawn to a higher standard.



CR972 British Railways

Steam Locomotive Allocations £35.00 Oct

This is a new and revised edition of a book which contains a remarkable amount of information on the steam era on British Railways. A companion volume to Hugh Longworth's British Railways Steam Locomotives 1948-1968, this book provides a locomotive-by-locomotive allocation record during the period from 1948 to 1968. Each locomotive is listed with its number, name, full reallocation listings and withdrawal dates. Shed names and shed code changes are shown, coloured graphics are used throughout to highlight the different regions and a map shows the location of the depots. Although primarily designed as a work of reference with detailed data tables throughout, the book also contains a range of illustrations portraying typical examples of some of the locomotive classes featured.



CR962 Peter Gray's West Country Railways £25.00 Nov

The name of Peter Gray will need little introduction to lovers of railways in the West Country. The compiler of several colour albums all of which are sought after and long out of print, Peter's vast collection of colour material is now in the hands of the Great Western Trust at Didcot who have made available the images to produce what might well be described as a tribute album to this master of railway photography. The photos, dating back to the 1950s, cover lines in the counties of Somerset, Devon and Cornwall and span the period from the steam era through the years of transition to the complete dieselisation of the railways. The images in the book feature subjects ranging from tank engines on long closed branch lines to Warships and Westerns on expresses and half-forgotten services such as the MotoRail trains.



CR968 Robinson Eight-Coupled Locos £25.00 Oct

Starting in 1902 with three 0-8-0s for the Great Central Railway, J G Robinson's heavy freight locomotive fleet grew rapidly as part of General Manager Sam Fay's strategy to rescue the company from financial difficulties. At Grouping, the GCR passed on 241 well-built, powerful and efficient eight-coupled locomotives to the newly formed London & North Eastern Railway. In a parallel development, the Robinson 2-8-0 was adopted in 1917 as a standard type for the Railway Operating Division of the Royal Engineers. More than 500 were constructed by several manufacturers, over 300 being sent across the Channel to support the British forces in France. This work surveys a large, complex locomotive family that saw service on four continents between 1902 and the early 1970s. It covers the signature 2-8-0s, the original 0-8-0s, the unusual 0-8-4T, the 2-8-2T derivatives, Fay's exploration of ten-coupled power, the sad story of the 'might-have-been' Garratt, plus the various modifications and rebuildings.



CR899 Southern Way Issue No 52 £14.95 Oct

The Southern Way is a journal of record for all those interested in the history and heritage of the Southern Railway, its constituent companies and the Southern Region of British Railways. 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.



CR970 Southern Way Special Issue 17 £16.95 Nov

This is the story of the Southern Railway conversions, the installations required, details of the engines converted to oil burning and how this was done and the duties they performed. This in-depth study of those days reveals much new information for the first time. Heavily illustrated throughout and including details of locomotive duty rosters and accounts from railwaymen involved in the episode, this is a fascinating account of a short-lived but ultimately unsuccessful experiment.



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

CR969 The Acquired Wagons of British Railways Vol 3
13T Wooden-Bodied Minerals £25.00 Oct

British Railways was created in 1948.

Whilst much has been published on BR locomotives and passenger stock, accurate and detailed coverage of the large inventory of vehicles used to convey the huge volumes of goods traffic carried by the railways at that time, is less readily available. This new series sets out to provide that information. This volume focuses on the coal wagons built to the Railway Clearing House specification dating from 1923. The wagons built under this were originally rated at 12-ton capacity though this was uprated to 13 tons at the outbreak of WWII. In this volume the vehicles built for the 'Big Four' companies are covered in detail as are those delivered to Private Owners with their numerous complex door variations, which also came into the inventory of the newly formed BR.


CR966 The Class 33s: A sixty Year History £25.00 Oct

This new book, the first detailed history of the class for 30 years, tells the story of these popular and successful locomotives from inception, through their design and operations to withdrawal from service. It draws on original source material from a number of archives and sheds new light on many aspects of these locomotives over their 60 years of service. The story is illustrated throughout with many photographs, almost all of which are published for the first time. Each photograph is accompanied by a detailed caption drawing the reader to particular points of interest such as technical equipment or detail differences. This is a welcome reappraisal of a long lived and respected class which will be of interest to modern traction enthusiasts and those modelling the post steam era on BR.


CROWOOD PRESS LTD
CW745 History of the Bakerloo Line £20.00 Oct

The Bakerloo Line is the dull brown line on the iconic map of London's Underground. Its nondescript appearance belies its history which encompasses fraud in the boardroom and drama in the courtroom. This history covers the line's beginning through to its development and operation, looking at the impact of two World Wars.


CW737 Severn Tunnel Junction £20.00 Oct

The Severn Tunnel Junction was the largest freight marshalling yard on the Western Region of British Railways, once stretching for over two miles along the Welsh bank of the River Severn. At its height it was a goods yard, junction, station and loco depot, but it was an important railway community and small town as well. With more than 150 photographs this book describes the beginnings of the yard within the wider historical context and discusses the expansion of the site and the impact of the two World Wars. It documents the methods of working at



the junction and recalls the locos, freight and passenger trains that travelled the lines. Finally, the people who worked and lived there are remembered.

CW711 The Architecture and Legacy of British Railway Buildings 1820 to Present £25.00 Oct

Railway buildings have always had a fascinating character all of their own, despite many no longer being in operational railway service. This book tells the story of how these buildings evolved alongside the development of the railway in Great Britain and examines how architects over the years have responded to the operational, social and cultural influences that define their work. Written for those with a keen interest in architecture and the railway, as well as those new to the subject, *The Architecture and Legacy of British Railway Buildings* provides an unique insight into the production of railway architecture, both in the context of railway management and the significant periods of ownership, and the swings in national mood for railway-based transportation. As well as tracing its history, the authors take time to consider the legacy these buildings have left behind and the impact of heritage on a continually forward-looking industry.


GREAT NORTHERN BOOKS
GN199 Gresley's A4s £27.50 Oct

In the mid-1930s, eminent locomotive engineer Sir Nigel Gresley produced plans for the A4 Class Pacifics, which were specially built to work a new high-speed express, the 'Silver Jubilee'. From the start, the class caused a sensation and immediately secured the admiration of the general public. Photographs of every locomotive in the LNER and BR periods are included. Over a dozen A4s feature in a chapter dedicated to the 1946 renumbering. The A4s are shown at major centres on the East Coast Main Line, such as King's Cross station, Peterborough, Grantham, Doncaster, York, Darlington, Newcastle and Edinburgh Waverley. Also, images taken during the twilight years in Scotland are included. The surviving engines are seen at several locations in the country - Aberdeen, Glasgow and Perth. Some class members have been photographed at sheds when being serviced, or under repair at workshops.


GN126 Gresley's B17s £22.50 Oct

Gresley's B17s explores the career of the class from its introduction in 1928 to withdrawal in 1960. Designed by the LNER's world-renowned Chief Mechanical Engineer Sir Nigel Gresley, the engines were predominantly employed in East Anglia - an area for which the class was especially produced - and on the ex- Great Central Railway routes. The book captures the vast majority of the 73 class members at work, with over 180 superb colour and black and white images. Some of the places included are: Liverpool Street station; Stratford; Romford; Parkston; Ipswich; Norwich; Yarmouth; Neasden; Leicester;



Nottingham; Sheffield; Manchester; Doncaster. Split into three sections, Gresley's B17s are illustrated in the LNER period, the immediate post-war era, with Thompson renumbering, and through to BR ownership. The photographs are accompanied by well-researched and informative captions. All 73 B17s ended their life in the scrapyards but two attempts are currently underway to produce new locomotives to the design.

GRESLEY BOOKS

GB819 Brunel's Big Railway Creation of the Great Western Railway £14.99 Jan

Engineering genius Isambard Kingdom Brunel's Great Western Railway was not only bigger, wider and faster than any other of its day, but linked London to New York via his great steamships from Bristol. His unique broad gauge 'super railway' also connected Paddington to Plymouth and Penzance, and for decades was one of the wonders of the world. More than two centuries on, many of his historic structures along the route have been given listed building protection so future generations can admire and enjoy them. This book looks at the history of the railway from London to Bristol and Brunel's Great Western legacy that was to lead the company to even dizzy heights.



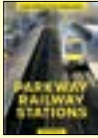
GB821 Mallard - The Story of Britain's Most Magnificent Locomotive £14.99 Feb

On July 3, 1938, LNER A4 streamlined Pacific No. 4468 Mallard reached 126mph, setting a world steam speed record that has never been broken. It was the zenith of not only a great decade in which glamorous express trains competed to see which could travel from London to Scotland in the fastest time, but also the steam age itself. Author Robin Jones tells the story not only of LNER chief mechanical engineer Sir Nigel Gresley's Pacifics and Mallard's international headline-grabbing feat, but also that of the five other A4s still with us - including the 'Mission Impossible' repatriation of Dwight D Eisenhower and Dominion of Canada and their cosmetic restoration in their 'home' country - to make the 'Great Gathering', one of the biggest and most successful events in the history of railway preservation, a dream come true.



GB844 Parkway Railway Stations £12.99 Jan

Parkway railway stations are found scattered all over England and Wales and play an important role in Britain's railway network with their emphasis on the 'park and ride' model of keeping cars out of our town centres and off our motorways - demonstrating that it really is quicker and easier by train. Bristol Parkway, opened in 1972, was the first of this new breed and is now the busiest of all Parkway railway stations having doubled in size since it first opened. Since then another 20 have opened, some as newly built stations, some at existing stations. Author Mark Chatterton has visited them all and in this unique book profiles each one, focusing on its location, its facilities and its history.



HISTORY PRESS

H9437 The Tube Mapper Project £20.00 Oct

The Underground is the backbone of the city of London, a part of our identity. It's a network of shared experiences and visual memories. The Tube Mapper project deliberately captures moments of subconscious recognition and overlooked interests, showcasing images that can be seen near or at every Underground, Overground and DLR station in London. Photographer Luke Agbaimoni gave up city-scape night photography after the birth of his first child, but creating Tube Mapper allowed him to continue being creative, fitting photography around his new lifestyle, and adding stations on his daily commute. His memorable photographs include themes of symmetry, reflections, tunnels and escalators, waiting and lines of light, and reveals the London every commuter knows in a unique, vibrant and arresting style.



LIGHTMOOR PRESS

BD878 British Railways The First 25 Years Volume 10 - Mid Wales & the Cambrian Coast £22.50 Oct

This is the tenth in a series of books depicting the first 25 years of British Railways, and which will eventually cover the whole of the UK. This volume covers the lines in mid-Wales, from Oswestry out to the Cambrian Coast.



MIDDLETON PRESS

M5647 Leeds to Selby and Goole Docks £18.95 Oct

The route has been recently described as Yorkshire's First Main Line in a new RCTS book title. Herein are some fascinating views in the later photographic era. There are maps and details of the features which brought such prosperity to Leeds and its district. The links with maritime traffic are unexpected.



OPC

OP687 Liverpool to Manchester Rly Atlas £30.00 Oct

Joe Brown's credentials as a highly rated railway cartographer were established with his superb London Rail Atlas, the fifth edition of which has just been published. He now turns his attention to one of the most interesting and complex railway landscapes outside the capital, that around the Liverpool to Manchester axis. To emphasize the scope and complexity of this undertaking, this new atlas will have more map pages than the London Rail Atlas. The content embraces much more than the railways of the two cities in the title; it covers most of the historic county of Lancashire and other areas outside of this. In addition to lines and locations within the current boundaries of Merseyside and Greater Manchester, the book extends to include places such as Blackpool, Fleetwood, Preston, Blackburn, Burnley, Colne, Chorley, Warrington, Chester, Northwich and Buxton. As well as the railway network to the railways, the atlas will also map the many tramway systems which once flourished in the area.



OP688 The Blue Pullman Story**Revisited & Expanded Edition £40.00 Oct**

Since the original publication in 2005, a considerable amount of new material has been unearthed. This is all included in this revised and updated edition of the definitive history of these fascinating trains, which spans from their inception in the 1955 Modernisation Plan, through to their final demise in the scrap yards of South Wales two decades later. The development of the Blue Pullmans involved political and management decisions, the trials and tribulations of the actual design and the sometimes difficult involvement of outside design consultants, before their eventual entry into service on the London Midland and Western Regions. It was never a completely settled service. Staffing and labour relations issues, mechanical problems and an eventual concentration of all the sets on the Western Region put too many special trains in one place, whilst at the same time the Pullman brand and the willingness of the travelling public to pay supplementary fares to travel on them was finding less favour.

**PEN & SWORD****P6192 Boat Trains - The English Channel and Ocean Liner Specials****£35.00 Oct**

In many ways this title featuring the evolution of cross-channel boat trains and the many dedicated services responsible for moving international passengers to and from trans-Atlantic steamers, is an extension of luxury railway travel. But that's not the full story as it encapsulates more than 125 years of independent and organised tourism development. At the end of the nineteenth century, faster and more stable twin-screw vessels replaced cross-channel paddlers resulting in a significant expansion in the numbers of day excursionists and short-stay visitors heading to Belgium, France and the Channel Islands. Continental Europe, as it had done since the end of the Napoleonic Wars beckoned, introducing ideas of modern-day mass tourism. Numerous liners bestriding the globe were British domiciled. Major ports became hives of commercial activity involving moving freight and mail, as well as transporting all manner of travellers.

**P7228 Britain's Railways in WWII****£25.00 Nov**

The outbreak of the Second World War had an enormous effect on the railway system in Britain. The railway system no longer consisted of the hundreds of companies of the past, but the 'Big Four' still needed to learn how to work together and forget their differences for the war effort. The logistics of the mass evacuation of children, and transporting thousands of troops during the evacuation of Dunkirk and the preparations for D-Day, for instance, were unprecedented. At the same time, they had to cope with the new and constant threat of aerial bombing that military advances brought to the Second World



War. The railway system, and the men and women who ran it, effectively served as another branch of the military during the conflict. This book is a fascinating account of the important role that the railways played in the war effort. It brings to light the often forgotten stories of the brave and hard-working men and women who went to work on the railways and put their lives on the line.

P7017 British Industrial Steam Locomotives-**A Pictorial History****£25.00 Sept**

The first steam locomotives used on any British railway, worked in industry. The use of new and second hand former main line locomotives, was once a widespread aspect of the railways of Britain. This volume covers many of the once numerous manufacturers who constructed steam locomotives for industry and contractors from the 19th to the mid-20th centuries. David Mather has spent many years researching and collecting photographs across Britain, of most of the different locomotive types that once worked in industry. This book is designed to be both a record of these various manufacturers and a useful guide to those researching and modelling industrial steam.

**P6046 British Steam Locomotives Before Preservation-****A Study of Before & After****£25.00 Oct**

British Steam Locomotives Before Preservation, covers the history in pictorial form of steam locomotives that are now preserved as part of the national collection. It includes those which can be found in private collections and the ones which adorn the various heritage railways operating throughout Britain. The book looks at each subject both in its working life and during its subsequent preservation. The pictorial content covers a wide swathe of Britain during the years before the heritage locomotives, were earmarked for preservation.

**P7625 Class 66****£30.00 Oct**

This changing market has encouraged both existing and new operators to base operations on a reliable locomotive fleet which has been met by the Class 66 design. The expansion of the locomotive's operating area has been recorded within the book through a regional analysis noting both the freight services operated within the region and the companies providing them. This also notes changes of operators, both by exchange of locomotives and exchange of hauler as contracts are re-negotiated at regular intervals. Fred Kerr's book seeks to show, as of October 2019, the range of services that have been operated by class members, including the occasional passenger services despite the locomotives not being fitted with any heat generating equipment.



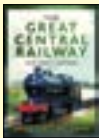
P5498 George and Robert Stephenson- Pioneer Inventors & Engineers £25.00 Oct

This is a new biography of two great British engineering pioneers, who did much to develop the world we now live in. George and Robert Stephenson were at the forefront of early railways and were at the cutting edge of modern engineering history. Industrial historian Anthony Burton looks into these two giants of the late Georgian and early Victorian age, who were responsible for the development of much of the early railway map in both Britain and other parts of the world. The work examines the lives of the two men and their ability to overcome some of the most pressing engineering problems of their time. This is a new work, with newly researched material published here for the first time, which take a fresh look at both pioneering engineers and their achievements.



P7789 Great Central Railway £40.00 Nov

For generations of railway enthusiasts and more latterly for social historians, the life and times of the former Great Central Railway and in particular its extension towards London in the 1890s and closure seventy years later, have generated considerable interest and controversy. Although many books have been written about the Railway, the majority in recent times have concentrated upon providing a photographic record and a nostalgic look in retrospect to what was generally perceived as happier times for the route. While retaining a strong railway theme throughout, the book identifies the role played by successive governments, the electricity and coal industries and the effect of social change that, together resulted in a case for closure. The content of the book replaces much supposition with fact and places on record what really happened. The final part of the book acknowledges the fine work over half a century of volunteers dedicated to saving a section of the line in Leicestershire.



P3985 Great Western King Class 4-6-0s- From Construction to Withdrawal £30.00 Oct

Built by Collett in 1927 after pressure to restore the GWR's pre-eminence in motive power and cope with increasing traffic post-war to the Devon and Cornwall holiday resorts, the thirty Kings were the final development of the Churchward Stars and the 1923 Castles and remained on top-link main line duty until their final replacement by the 'Western' class 52 diesel hydraulics in 1962. The book includes an insight into the thinking of some of Collett's senior staff at the end of the 1930s and the eventual transformation in the latter years with redraughting and double chimneys. As well as describing their design and construction, the book covers comprehensively their operation and performance backed up by many recorded logs on all main GW/WR routes over which they were permitted. The author had close experience of the class when working at Old Oak Common between 1957 and 1962 and includes a chapter of his experiences with them including many footplate trips.



P8369 Isambard Kingdom Brunel £16.99 Oct

Isambard Kingdom Brunel. Three names. Three people in one. There was Brunel the great engineer, who would habitually throw out the rule book of tradition and established practice, and start again with a blank sheet of paper, taking the technology of the day to its limits. Then there was Brunel the visionary, who knew that transport technology had the power to change the world, and that he had the ability to deliver those changes. Finally, there was Brunel the artist, who rarely saw technology as just functional, and strove to entwine the fruits of the Industrial Revolution with the elegance and grace of the neo-classical painter. His bridges, tunnels and railway infrastructure have entered a third century of regular use, and the beauty of their design and structure has rarely been equalled. The 1830s to the 1850s saw an explosion of technical excellence, and it was Brunel who lit the blue touch paper. He did not always get it right first time, and it was left to others to reap the fruits of his many labours.



P6981 L&SWR Drummond Passenger & Mixed Traffic Loco Classes- Survey & Overview £35.00 Oct

Dugald Drummond had a long career in locomotive and railway engineering, starting in Scotland, he worked and also held high office on the Highland, London Brighton & South Coast Railway, North British and Caledonian Railways, before arriving on the London & South Western Railway in the mid-1890s. He was quite unlike William Adams his predecessor, who was well-liked by the staff of the L & SWR, Drummond was a martinet and rough by comparison, who was at times hard to reason with. As a result of his stubborn nature, he died early after an accident that scalded his feet, having refused to have proper treatment. His locomotives were a mixed proposition of good, bad and indifferent, his 4-4-0 tender and 0-4-4 tank classes being very good, however his 4-6-0 tender locomotives were another proposition, proving to be a disappointment. Many of his 4-4-0 tender and 0-4-4 tank locomotives, the T9 and M7 classes, lasted until the early 1960s on British Railways and examples are preserved in the National Collection.



P9912 Liverpool and Manchester Railway£25.00 Oct

Much has been written about the Liverpool & Manchester Railway, especially how it came into being and the Rainhill Trials, but very little has been said about what happened after the grand opening on 15 September 1825. Drawing on years of research, and practical experience of working with the replica of Stephenson's Planet, this book shows how the Liverpool & Manchester Railway worked in its day-to-day operations, including passenger and goods working, timetabling, signalling and when things went wrong. Chapters will describe what it was like to work and travel on the railway, and will study the evolution of passenger accommodation, working and safety



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practices. Finally the book looks at how the Liverpool & Manchester fits into the wider picture, how its operational practices, rules and regulations, became the basis of national practices in 1841.

P4923 Oliver Bulleid's Locomotives £30.00 Oct

This book guides the reader in the quest to understand what motivated Mr Bulleid in his work as a senior engineer and manager, and tries, with as little bias as is reasonable, to make sense of some of the more controversial aspects of his activities. For example, why did OVB not pursue the ideal of a 2-8-2 for the Southern Railway? How did the 'Leader' project go so much out of control? What role did Bulleid play in the massive dieselisation programme in Ireland when he was CME there? How did the 0-6-6-0T turf-burning steam locomotive fit in with Ireland's traction policy, or did it? And why did ninety of his steam locomotives and ninety-four of 'his' diesels have to be rebuilt to make them either more economical or more reliable? These are fundamental questions to which the book provides the reader with answers based on the author's experiences or on those of people who knew Bulleid. OVB's undoubted successes are illustrated in words and photographs.



P4038 Railways of Oxford-

A Transport Hub that Links Britain £25.00 Oct

This is a history of the railways of Oxford, looking at the operations and development of services, from the opening of the Oxford Railway by the Great Western on 12 June 1844 through to the present day. This volume covers the development of the railway locally, including the London and North Western 'Buckinghamshire Railway' from Bletchley, together with the five local branch lines. The opening of the Great Western/Great Central joint line from Culworth Junction to Banbury Junction in August 1900 resulted in the growth of inter-regional cross-country services passing through Oxford. The advent of the Second World War saw the construction of a new junction at Oxford North, giving for the first time a direct link from the Great Western to the London Midland & Scottish Railway branch to Bletchley and beyond. The opening of these two new junctions saw a considerable increase in both passenger and freight traffic, which resulted in Oxford becoming a major railway centre.



P3599 Sheffield Main Line Services £30.00 Oct

A volume of a new and exciting series illustrating one of the country's best loved railway companies in the days of steam. It consists of maps, charts, timetables and photographs are used to give the reader a sense of a journey in time along the various lines that the GCR controlled. One main theme is passenger traffic via Penistone, down to Sheffield and east to Retford. The movement of coal is another of the dominant themes in South Yorkshire centred on Wath marshalling yard, wagons went west, up the notorious Worsborough incline to Penistone and then



via the Woodhead tunnel, Mottram Yard to Godley on their journey en-route for Liverpool and Manchester. Another stream of wagons was east passing, the mecca for all GC enthusiast, Mexborough, and onto the Doncaster avoiding line then east to cross the River Trent at Keadby. Lines from the 'Coal Capital' of South Yorkshire, Barnsley to Sheffield, Wakefield and Penistone are looked at.

P4481 The Minor Railways of East Anglia- Development, Demise & Destiny £25.00 Oct

Norfolk, Suffolk and Essex are considered to be very different separate and independent areas by their inhabitants. When the author worked in Suffolk he explained that he came from Cambridge which he believed was the front door of East Anglia, an elderly Suffolk man to whom he was speaking, paused for a while and then said, with unarguable finality, here in Suffolk if Cambridge exists at all, it is a back door and rarely used. The minor railways illustrated in this book were once busy transport links and made vital contributions to the social and business heritage of the area they served. By the 1950s and 60s, when the author explored them, they were rarely used, so needed to be recorded and their stories told before they were forgotten entirely. To bring this book up to date, the final section is called Destiny because some of the track beds have survived as restored heritage railways, footpaths and cycleways and one route as a busy busway.

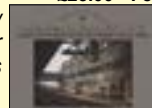


SILVER LINK

S4561 British Steam in Colour 1957 to 1975-

A Personal Journey £25.00 Feb

Graham Nicholas traces the journey of trainspotter and rail photographer Norman Harrop through the 1950s golden age of steam and beyond. The story begins during steam's Indian Summer from 1957-1960 when Norman captured the glory of the traditional steam railway in his colour slides. The winds of change were blowing from 1961 to 1964 as Norman recorded early production diesels and electrification schemes beginning to displace top link locos onto secondary workings. He regularly travelled to the four corners of the network, to the South West, Scotland and the North East, photographing the scenes he encountered along the way. During the period of 1965-1968 the frenetic urge to record the passing of the steam locomotive was gaining momentum. Despite the ever more depressing scenes, Norman stuck with it to create his own poignant record of the final run down of steam. The book concludes with the legendary 1975 Shildon cavalcade where Norman had a privileged view behind the scenes



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S5301 The North Yorkshire Moors Railway & The Esk Valley Line P&P Vol 5 Hardback £35.00 Oct

The latest North Yorkshire Moors Railway volume of British Railways Past and Present covers the line from the Network Rail terminus at Whitby to the heritage railway from Grosmont to Pickering and on to Malton, as well as the Esk Valley line from Grosmont to Battersby and Middlesbrough. Once again, in true 'Past and Present' style, John Hunt presents a completely new selection of 'past' views that have been paired with their present-day equivalents to tell the unfolding story of one of Britain's most popular heritage lines. This limited edition contains 32 exclusive extra pages looking behind the scenes of the NYMR and featuring many of the people who operate it. It also comes with a hardback cover. Some staff and volunteers will be familiar to passengers who travel on the railway but there are many more who are not so visible. Without the dedication and enthusiasm of the whole team the railway would not be the success that it is today.



S5302 The North Yorkshire Moors Railway & The Esk Valley Line P&P Vol 5 softback £20.00 Sept

This is the soft back edition of the above book. Within its 128 pages, this publication explores the history and development of the line.

TRANSPORT TREASURY PUBLISHING

TTP03 Steam at Swindon RC Riley Archive 5£14.50Dec

This book, compiled by Andrew Malthouse, is as much a labour of love as an illustrated depiction of Swindon in the years 1938 through to 1964. Seen through the lens of the camera of RC 'Dick' Riley, Andrew Malthouse impresses us immediately with the breadth of knowledge of his subject, which includes examples of most GWR locomotive classes, including some from the absorbed companies, as well as a detailed plan of the works complex to orientate the various shops and locations. Finely detailed captions provide an insight that will leave even the most ardent GWR fans accruing even greater knowledge of their subject, whilst the same detail is given to the stock and running sheds, the signalling and even some of the more out of the way sidings that once made up what had once been the largest railway works in the country. This is No 5 in the series of albums using images from the R C Riley collection.



travelled extensively all over Great Britain researching and photographing Britain's road tunnels for this book. British Road Tunnels looks at all of Britain's known road tunnels, from Attadale in north-west Scotland down to Samphire Hoe in Kent. It contains entries of over 200 different tunnels as well as around a hundred photographs with detailed information on each tunnel, including the location, length, date opened and history. Well-known tunnels like the Dartford Tunnel, the Clyde Tunnel and the Mersey Tunnel are all included.

A9346 VW Type 2 Transporter £14.99 Oct

In this book, VW expert Richard Copping covers the complete history of the first-generation VW Transporter or 'Camper', probably the most famous commercial and leisure van of all time. Beginning with the prototype vehicles produced in 1949, the author covers the development of the innovative but utilitarian Kombi and the more upmarket Micro Bus, followed by the De Luxe Micro Bus, the Ambulance and the Pick-Up. He covers the highlights of each vehicle and analyses the success of the range as a whole. The book covers the revamped model line from 1955. At this time, due to popular demand, Volkswagen authorised a whole series of coach-built variations on the Transporter theme with vehicles as diverse as mobile shops, refrigerated vans and police mobile offices. The author also covers the revised model introduced in 1963 and by the time German production ended in July 1967, over 1.8 million Split Screen, first generation Transporters had been built.



CAR BOOKS

AMBERLEY PUBLISHING

A0093 Austin & Rover Metro- The Full Story£14.99Nov

The author covers the development of the Metro from the initial rough sketches in 1975 as well as the engineering developments. He also describes the launch of the car and its reception by the media and the public. By 1985 the Metro had a facelift and two extra doors, making it more competitive with European rivals. The book also covers the rebranding process as the company was reorganised under the Rover badge. A revised Metro was fitted with a new K series engine. The author describes the launch of the turbo-charged MG Metros as well as the GTA and GTi versions. The author's circuit racing successes are also included. The author also reveals some of the design ideas for a Metro replacement that never made it to production. Including advice for both current and prospective Metro owners and what to look out for, this book is a gold mine of information about one of Britain's most significant car models.

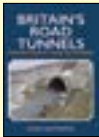


OTHER TRANSPORT BOOKS

AMBERLEY PUBLISHING

A0028 Britain's Road Tunnels £14.99 Dec

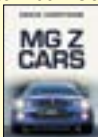
Many of us travel through a road tunnel every day without ever thinking about it. For the first time ever, tunnel expert Mark Chatterton has collated all the various road tunnels in Britain into one book. He first travelled through the Mersey Tunnel (as it was then known) as a child and from then on, he was hooked on tunnels. In the past ten years he has



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A009X MG Z Cars**£14.99 Oct**

The book explores the formation of the Phoenix Corporation, the holding company for the MG Rover Group, and the design and engineering initiatives that would make the MG Z cars more than just a clever re-branding exercise and produce cars with lasting appeal. The book describes the MG Z versions of the Rover 25, the Rover 45 and the Rover 75, providing insights into how each of the models was re-engineered to meet the demanding standards of the MG heritage. It also describes the fortunes of the Z cars in motorsport and in particular the British Touring Car Championship. The book reveals how, despite all these efforts, MG Rover eventually ran out of money bringing to an end the British-owned mass car industry. Complete with tips for owners and prospective buyers on what to look out for, this book is an essential guide to the MG Z cars.

**MALVERN HOUSE PUBLICATIONS****MH163De Dion and Others-****French 'D' Marques Album****£5.95 Oct**

While we were developing the Auto Review books on Delage and Delahaye, it became obvious just how many other important and interesting French vehicle marques began with the letter 'D'. No doubt this is partly a linguistic phenomenon, due to 'de' and 'du' appearing so often in the French language. It was apparent that French 'D' marques would make an interesting subject for an Auto Review publication, gathering into one place some important marques. The famous automotive pioneers De Dion were among the largest car makers by volume in the early years of the 20th century. Then there is Delaunay-Belleville, described as the 'best car in the world' in the Edwardian era, especially by French enthusiasts. We also include in these pages Darracq, De Dietrich, Decauville, DFP and many other interesting companies.

**MH160Isotta Fraschini, Italia,****Innocenti, Iso etc Album****£5.95 Oct**

As we surveyed car marques still to be covered, there were two classic Italian marques near the top of the list, Isotta Fraschini and Itala. Then we realised that a number of other important Italian marques also began with the letter 'I'. There was Iso and Innocenti, Intermeccanica, Italdesign, even Iveco... As we embarked on the task of fitting them all into one Auto Review volume, it was suggested to us that it would be impossible. But no, all these important names have found their way into these pages, along with some other stories as well.

**MH161Lincoln and Continental Album****£5.95 Oct**

Lincoln became part of Henry Ford's automotive empire in 1922, but its origins go back to a much earlier firm set up by Henry Ford in 1899, the Detroit Automobile Co, which collapsed in 1901. His financial investors relaunched the firm as the Henry Ford Co, but in 1902 Henry found different backers and left to set up another firm, the Ford Motor Co. In 1917 Leland left Cadillac to set up a company to produce Liberty aero engines. This was the Lincoln Motor Co, which turned to building cars after the Great War. When that firm failed in 1922, it was bought by Henry Ford, who put his son Edsel in charge. Large and expensive cars were produced in the 1920s and 1930s, but when that market weakened, Edsel produced the futuristic Lincoln-Zephyr and the Continental. This publication tells the story of this company.

**MH165Made in Switzerland****£5.95 Nov**

Few Swiss-made vehicles are known to enthusiasts in other countries, perhaps with the exception of the locally-built PTT post buses. Switzerland was fiercely independent, however, and often cut off from international markets due to its policy of neutrality in two world wars. This meant that there was demand for Swiss-made vehicles, which was served by many companies. In these pages we have the stories of the major Swiss bus and truck makers, Saurer, Berna and FBW, and car manufacturers which include Martini, Monteverdi and Sauber. Smaller firms produced exotica, such as Sbarro and Rinspeed, and there have been many top-class coachbuilders; Langenthal, Gangloff, Graber and others. In all, more than 75 Swiss marques are described in this publication.

**MH167Voisin Album****£5.95 Dec**

A famous pioneer aviator (along with his brother Charles, who died young), Gabriel turned to car manufacture after the Great War, when contracts for aircraft came to an end. With Noel, a friend from his days as a student of architecture, he designed stylish Art Deco Voisin cars, and the pair shared amorous adventures with Parisian ladies. Gabriel's profligate spending and lack of business acumen meant that he lost control of his company, then regained it, before WWII brought an end to the luxury car market. After the War Gabriel produced the spartan Biscooter, which found a home in the car-starved Spanish market. Voisin was not the only aviator to change direction and go on to produce cars, and their story and others are described in these pages.



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PEN & SWORD

P5684 Jaguar E-Type

£16.99 Oct

The third book in the new CarCraft series, Jaguar E-Type, frames the legend of what many call the world's most beautiful car design. Sir William Lyons and Malcolm Sayer carved automotive history with this car across its 1960s-1970s incarnations from roadster to coupé amid the fitting of Straight-Six, to V12 engines. With its new definition of sculptural styling, performance, handling and innovative style, the E-Type or XKE series in the USA, created a car of global impact that remains a great classic of all time. Here, experienced automotive writer, and industrial designer, Lance Cole pays tribute to the car in a detailed yet engaging commentary. New photography, the design story, and full coverage of the modelling options in synthetic materials and die cast metals, create a narrative of vital interest.



A9970 Trucks in Camera Bedford

£14.99 Feb

'You see then everywhere' was the slogan adopted by Bedford when advertising its commercial vehicles in the 1930s and it held true for many decades. The company set out to produce reliable vehicles at an economic price. Catering to the small trader with its 30cwt and 2 ton trucks, and 6cwt and 10/12cwt vans, the company was one of the leading manufacturers within its first 7 years. During the war Bedford produced more than 250,000 lorries for the armed forces. With a return to peacetime conditions, Bedford was able to produce new vehicles which it had been unable to launch during the war but regained market supremacy by 1947, when it produced its 500,000th truck. Bedford entered the market for heavier vehicles in 1950 and its 1 millionth truck was produced in 1958. Two years later the first of the TK range was announced and the concept of cab ahead of engine was introduced.



COMMERCIAL VEHICLE BOOKS

AMBERLEY PUBLISHING

A0072 ERF Lorries

£14.99 Feb

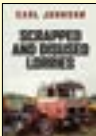
ERF limited was formed in 1933 when Edwin Richard Foden founded the company with his son Dennis. Under the guidance of design engineer Ernest Sherratt, the best components available at the time were assembled to create vehicles that soon earned a reputation for good lorries capable of earning good revenue with reasonable running costs. This approach continued, more or less, until the end of the company and proved to be a very successful and lucrative business plan with a lot of development costs being borne by the component suppliers. Although much has been written in the past about the company this publication is a broad overview in a pictorial form to give an idea of the range and model types that spanned the years. The majority images included are previously unpublished and offer a wonderful pictorial tribute to this much-loved manufacturer.



A0076 Scrapped and Disused Lorries

£14.99 Nov

It is not possible to save and restore all lorries that have come to the end of their working life. In operator's yards there is often a graveyard of old vehicles, with some used for spares to keep others running. Scrapyards also often have a motley collection of vehicles in various forms of decay. Of course, with the ever-increasing interest in preserving our past quite a few vehicles have been rescued and seemingly rebuilt from seemingly impossible states of disrepair. This book offers a fascinating insight into the twilight years of some of these lorries.



AIRCRAFT BOOKS

AMBERLEY PUBLISHING

A9848 Dorset Aviation Through Time

£14.99 Nov

Often regarded as a quiet holiday county, in fact Dorset has many aviation connections. As early as 1908 Bleriot's were being built by Bournemouth businessmen, the Royal Navy undertook first landing on a warship at Weymouth in 1910, the Schneider Race was held at Bournemouth in 1913, Dorset was at the front line of the early days of the Battle of Britain with attacks on Portland Naval Base, the Dam Busters bouncing bomb was tested on Dorset ranges in 1943, and aircraft production factories at Christchurch and Bournemouth existed in the 1940 and 1950s.



A9768 RAF Coastal Command-

A Pictorial History

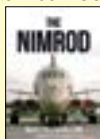
£14.99 Nov

RAF Coastal Command was founded in 1936 when the Royal Air Force restructured into Fighter, Bomber and Coastal Commands. During the preceding inter-war years, maritime aviation had been seriously neglected due to the disagreements between the Royal Navy and the RAF over the ownership, roles and investment in maritime air power. However, the Command played a key role in the Allied victory during WWII, particularly during the Battle of the Atlantic. From a modest beginning, the Command blossomed into a powerful anti-submarine force. Equipped with legendary aircraft such as the Sunderland, Wellington, Catalina and Liberator, it was able to locate, attack and destroy an increasing number of U-boats. By the end of WWII, Coastal Command had flown more than a million flying hours, completed 240,000 operations and destroyed 212 U-boats, but suffered the loss of 2,060 aircrafts and their 5,866 personnel. Illustrated with images from the Air Historical Branch demonstrating all aircrafts operated by Coastal Command.



A9804 The Nimrod**£14.99 Oct**

With its roots dating back to the late 1940s and the de Havilland Comet airliner, the Nimrod already had pedigree when it first appeared in the late 1960s in place of the Avro Shackleton in the Maritime Reconnaissance role. Fewer than fifty were built for the RAF, the type being steadily upgraded throughout its career right up to its retirement in 2011. Compared to the Shackleton, the Nimrod brought comfort and reliability to its multi-role long-range activities, including anti-submarine warfare, maritime surveillance and anti-surface warfare. The Nimrod saw action during the Falklands War, the Gulf Wars, Afghanistan and a continued contribution (since 1977) to Operation Tapestry - the protection of the UK's Sovereign Sea Areas. Specialist versions of the Nimrod also served in the signals intelligence role while other attempted developments failed, such as the Airborne Early Warning role and the final, costly MRA.4 versions, neither of which entered RAF service. This book tells the story of this aircraft.

**A9854 USAFE in the 1980s****£14.99 Oct**

On the front line of the Cold War, during a decade that saw East-West tensions - and budgets - rise considerably, the United States Air Forces in Europe reached the peak of their power during the 1980s. Not only did USAFE expand, but it introduced a generation of advanced new types, developed to counter perceived Soviet advances and often in light of America's still recent, and often bitter, experiences in Vietnam. Eagles, Fighting Falcons and Warthogs joined the ranks in increasing numbers, supplementing still considerable numbers of older stalwarts like the mighty F-111 interdictors and the iconic Phantom, which lingered on in specialised reconnaissance and defence suppression roles. But it wasn't all fast jets; Ground Launched Cruise Missiles were introduced, plus a range of support types including tankers, transports and spy planes deployed from the Stateside Commands to support USAFE. Take a step inside the day-to-day operations of the USAFE in the 1980s.

**CRECY****CR948 Boulton Paul 1917-1961****£44.95 Oct**

Based upon over 60 years of research, this book recounts many of these radical and innovative projects using development layouts, final schemes, drawings and photographs of mock-ups, models and prototype airframes. Many projects are recreated in CAD and other drawings by the author previously an apprentice and a technical engineer with the company and archivist of the Boulton Paul Association. This book sheds much new light on the activities of an often overlooked company which was in many respects at the forefront of aeronautical innovation in Britain for several decades.

**CR942 British Aircraft Industry Since 1909 £27.95 Oct**

Britain established the world's first aircraft factory in 1909 after the Short brothers met up with the American Wright brothers and struck a deal. The industry expanded rapidly to rise to the challenge of WWI with such thoroughbreds as the Camel and the SE5. The post-conflict slump proved to be difficult but classics such as the Moths, the Hart family and the Gladiator maintained Britain's leadership. Another war loomed and iconic types such as the Hurricane, Lancaster, Mosquito, Spitfire and the Meteor jet appeared. With the return of peace over 20 major manufacturers faced inevitable contraction. The misguided Bristol Brabazon airliner was a dead end but the superb de Havilland Comet and Vickers Viscount led the field. Canberras, Hunters, Lightnings and the V-bombers met the Cold War confrontation.

**PEN & SWORD****P5878 Britannia Airways-****World's Largest Holiday Airline £25.00 Oct**

Founded in 1961 as Euravia by British businessman Ted Langton and aviation consultant JED Walker, at a time of considerable turmoil for the independent sector of the British air operators' industry, Britannia Airways went on to become the world's largest holiday airline. Just as Court Line evolved from Autair, so Britannia Airways evolved from Euravia. By 1972, Britannia had developed to such a degree that it was the biggest of the British independent charter airlines. Between 1968 and 1984, Britannia carried nearly forty-two million passengers, while the company's fleet grew to include twenty-nine Boeing 737s and a pair of 767s. Drawing on the author's in-depth research and knowledge, as well as first-hand interviews with individuals such as Ted Langton, the original tour operator who wanted his own airline, and Jed Williams, who created Britannia, this is the full story of one of the most important airlines in the history of civil aviation.

**P0564 The Men Who Flew the English****Electric Lightning £16.99 Oct**

The early 1950s were a boom time for British aviation. The lessons of six years of war had been learned and much of the research into jet engines, radar and aerodynamics had begun to reach fruition. In Britain, jet engine technology led the world, while wartime developments into swept wing design in Germany and their transonic research programme were used to give western design teams a quantum leap in aircraft technology. At English Electric, Teddy Petter's design team were keen to capitalise on the success of their Canberra jet bomber and rose to the challenge of providing a high speed interceptor for the RAF. Martin Bowman describes the career of the Lightning in detail using first-hand accounts of what it was like to fly and service.



SHIPPING & MARITIME BOOKS

BERNARD MCCALL

BM700 Ocean Fleets

Ocean Fleets is the new name for what was intended to be the 18th edition of Ocean Ships, a series that has charted the changing European shipping scene for over 50 years. Apart from the name change brought about as a result of change of publisher, little else has changed. This new book retains the format of recent editions of Ocean Ships, and is again in two sections, the first providing details of the major cruise ships operating world-wide and the second, the fleets of major shipping companies operating deep-sea routes to major European ports. As previously, IMO numbers, expanded vessel descriptions and cargo capacities have been retained.

£30.00 Oct



FERRY PUBLICATIONS

F6837 Ferries 2021

The 2021 edition of Ferries focuses on the impact of Covid-19 on the ferry industry. It also includes an overview of the new Stena E-Flexer vessels on the Irish Sea, the new tonnage for Gotland Ferries - Destination Gotland. As always, 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.

£19.95 Oct



F6836 Steam Packet 190

The Isle of Man Steam Packet Company is the oldest continually operating passenger shipping company in the world, having begun operations in 1830. Today the company carry's some 600,000 passengers annually, 170,000 cars and is the Island's lifeline for freight. This book is an update on the history of the Isle of Man Steam Packet since our 175th Anniversary publication. The title includes a history of the company year by year, including the takeover over of the operation by the Isle of Man Government in 2019.

£18.95 Oct



F6845 Stena Line- The Fleet

Stena Line is one of the largest ferry operators in the world. Today its services operate in Denmark, Germany, Ireland, Latvia, the Netherlands, Norway, Poland, Sweden and the United Kingdom. Stena Line was founded in 1962 by Sten A Olsson and since then the company has operated a wide variety of ships. The book includes a brief account of the history of this famous Swedish company. This publication brings together the many interesting ferries that they operated in the Baltic, North Sea, English Channel and Irish Sea. Details and information is given for each of the main passenger ferries over last 58 years, accompanied by a photograph or an illustration. The principal ships are illustrated by specially commissioned drawings by Marc-Antoine Bombail.

£16.95 Nov



LAINSON PUBLISHING

L6375 Brittany Ferries- From a Cause to a Brand 1973-2005

£21.50 Oct

Based on extensive interviews with former senior UK directors of Brittany Ferries, this book tells the inside story of how the company grew from a local produce-export initiative in Brittany to become the biggest operator of ferry services between the UK, Western France and Spain. Using a marketing-led approach to the business and a destination-based advertising focus, Brittany Ferries developed a unique identity, a substantial holiday business and a strong reputation for product quality. This candid and detailed narrative describes how the company overcame challenges from the giants of the cross-channel ferry business along the way. The title will include many unpublished images, plans, brochures and paintings of this iconic company. Previously advertised as 'Building Brittany Ferries'.



MILITARY BOOKS

AMBERLEY PUBLISHING

A7971 Model Tanks

£14.99 Feb

In 1961 the first Armoured Fighting Vehicles appeared in the ever-expanding range of Airfix kits. The 1960s and 1970s are considered by many as the golden age of kit building. The hobby went into decline in the 1990s as plastic kits gave way to video games, but has recently undergone a revival as the original members of the Airfix Generation, now at the end of careers and family commitments, take a nostalgic look back at their childhoods. Some, like the author, will become once again absorbed by the hobby, but many will be content to buy a few old kits. All will be delighted to find a new book that tells the early days of the hobby from a model tank perspective. Here, Tom Cole concentrates on the kits from Britain's Airfix and Matchbox and looks at the early imports from Japan.



CALENDARS

MODELSTONE BUS CLUB

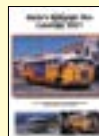
IO21 Isle of Man Transport Calendar 2021 £9.00 Oct

MBC21 Malta Bus Calendar 2021 £9.00 Oct

PLATFORM 5 PUBLISHING

RPM21 Modern Traction Calendar 2021 £9.00 Oct

RPS21 Steam Traction Calendar 2021 £9.00 Oct



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FEATURED PUBLISHER- DTS PUBLISHING

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DT5X2 Bus Journeys Through Malaya
 in the 1950s 2nd Ed £15.95
DT5X7 Routemaster Body Swaps-2014 (Re-issue) £8.95
DTS31 ColourScene East Kent & Maidstone &
District 1986-97 Vol 2 £20.95
DTS41 Trams & Trolleybuses Worldwide £16.95
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

This second part of the Bangkok story takes the reader from the 1976 state instigated merger of 24 private and two state-owned bus operations up to the present day. In this part the buses operated by the Bangkok Mass Transit Authority are described type by type but the amount of detail available falls short of that included in other books in this series. Almost from the outset, BMTA was unable to provide the level of service envisaged when it was formed and the private sector was quickly contracted to run buses on BMTA's behalf under the Private Joint Service scheme. In the early days, the private buses, known as rot ruam locally, carried the same logo as BMTA used on its own buses - in fact many buses were transferred from BMTA to rot ruam operators. The rot ruam buses have been very much more difficult to document than those of BMTA and due to the large number of operators, some with but one route, they are covered largely in photographic album form.



- DT542 Far East Buses - French Indochina-**
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DT507 Far East Buses - George Town, Penang
Trams Trolleybuses and Hills Railway £22.95
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SHANGHAI from 1908 £26.95
DT504 Far East Buses - Macau 2nd Edition £25.95
DTS93 Hong Kong Buses Volume 2
Kowloon Motor Bus H/B £35.00
DTS81 Hong Kong Buses Volume 2
Kowloon Motor Bus S/B £32.00
DTS28 Hong Kong Buses Vol 6 Lantau Island £26.95
DTS60 DMS Colour Scene in Hong Kong £20.00

In this book we follow the 'DMS' through the photographer's lens during his many visits to Hong Kong. This volume is illustrated by nearly 300 colour illustrations taken by the author showing these ex-London buses in the colours of Argos Bus Service, China Motor Bus, Cheung Wah Shipbuilding, Citybus and Kowloon Motor Bus. A quick look is also taken at some of these buses which found third owners at nearby Canton (Guangzhou) in South China.



- DTS95 Hong Kong Tramways 100 Years** £21.00

This is the revised edition of a book originally printed back in 2004 and now long since out of print. The book looks at the Hong Kong tram scene from the early 1900s up until the 2000-2002 millennium cars and features some trams working at the time of the centenary of the Hong Kong trams in 2004. Some typographical and textual errors have been addressed in this edition and some of the photographs have been replaced with better versions of the originals. The book was always intended to follow on from the 'Hong Kong Buses' series from DTS, this time covering the tramways of this fascinating city.



- DTS23 Bus Fleets on the Portuguese Islands of**
Madeira and the Azores £22.95
DT510 Portuguese Buses Volume 2
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DT501 Singapore Trams Trolleybuses & Buses
Vol 2 1970s-1990s £26.95
DTS75 Singapore Buses Vol 1
Singapore Bus Service P1 £19.95
DT5X6 Southdown Queen Marys-2014 Update £24.95

This is a revised, soft cover, edition of Julian Osborne's popular 2004 book detailing not only the iconic Southdown Leyland Titan PD3s but also describes the joys and hazards of conducting, driving and maintaining them over the years from 1957 and, yes, a handful are still active. To bring the story up to date, additional pages have been added to illustrate the ten years from 2004 to 2014.



- 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.



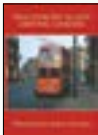
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BUS & TROLLEYBUS BOOKS

ADAM GORDON

- AG421 Around Derby by Trolleybus £45.00
 AG424 Bournemouth Trolleybuses £60.00
 AG416 London Trolleybus Depots Part 2 £39.00
 AG426 Trolleybuses in East Central London £30.00

Continuing the series of the pictorial survey of London trolleybuses, this book embraces routes that operated in the eastern part of the Central area. Commencing at Gardiners Corner the journey moves to Aldgate where a large number of views are used to illustrate the many aspects of trolleybus operation at this important terminus. Route 653 takes the reader up to Hackney; then two routings to arrive at Bloomsbury. Moving to Liverpool Street, route 649 is followed as far as Dalston Junction; the mythical Dalston Stoke is featured. Continuing with the 581 Holborn Hall is reached. During this part of the book, 1253 and 1348, both preserved, are seen at Old Street. Returning to Islington, two different ways of getting to Smithfield are illustrated. As some of this book is in north London tram territory several pictures of cars on the subway routes are illustrated. This A4 softback book includes 423 black & white and 12 colour photographs as well as a map allowing readers to study the wiring layouts.



AMBERLEY PUBLISHING

- A8035 Aberdeen Corporation Transport & its Successors £14.99
 A7759 AEC Double-Deckers £14.99
 A8954 AEC Regents in Service in the 60s & 70s £14.99
 A7672 AEC Single-Deckers £14.99
 A7935 Airport Buses £14.99
 A7404 Arriva Serving Scotland £14.99
 A9141 Bedfordshire Independent Buses £14.99
 A7676 Bexley Buses £14.99
 A8445 Birmingham Buses, Trams & Trolleybuses in the Second World War £14.99
 A9585 Bristol RE Buses and Coaches £14.99

In 1961 the maximum length of single-deckers was increased to 36 feet. Bristol Commercial Vehicles and Eastern Coach Works designed their first rear-engined single-decker to take advantage of this new length. Two prototypes were built and tested in service in 1962. United Automobile Services had the REL version with a low chassis frame for bus work. South Midland had the RELH version with a high frame for coach work. Production started in 1963, with Eastern Coach Works-bodied buses and coaches for the nationalised Tilling Group companies, plus some Alexander bodied coaches for the nationalised Scottish Motor Traction Group companies. In this book the author will illustrate the Bristol RE in service from 1970 to 1994 in England and North Wales. This will include Tilling Group companies, National Bus Company subsidiaries, municipal operators and independents, plus a few of the new companies created from bus deregulation and privatisation in 1986.



- A7058 Birmingham Buses after Withdrawal £15.99
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 A9020 British-Built Buses Abroad in the 1980s £14.99
 A9962 Bus Ancillary Vehicles-The Municipal Support Fleet £15.99

To many enthusiasts, municipal vehicles never extended beyond the trams, trolleybuses and buses, but behind them were a whole range of vehicles that were required to enable operations to proceed smoothly. These vehicles: tower wagons, tree-loppers, towing vehicles, training vehicles, mobile canteens, amongst others - represent a whole range of vehicle that, historically, have tended to be ignored. Some of these vehicles were often elderly buses converted for new duties, others were specially constructed for their somewhat specialised tasks; all, however, are fascinating examples of historic municipal vehicles. Gavin Booth, one of the country's leading experts on the subject of public transport history, has delved deep into the archives of many of the country's leading transport photographers to produce a fascinating survey of these often ignored vehicles. Dividing the subject into each of the specialised tasks, he shows how the various types of vehicle evolved during the 20th century.



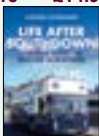
- A7492 Bus Dealers and Breakers of Yorkshire £14.99
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 A8229 Hull Trolleybuses- The Final Decade £14.99
 A8041 Isle of Man Transport in the 1970s £14.99
 A8896 Kent Buses £14.99
 A7056 Lancashire Buses in the 1980s £14.99
 A8712 Leyland Double-Decker Buses £14.99

A9561 Independent Buses of Yorkshire**£14.99**

Britain's biggest county, Yorkshire, was particularly affected by the period of deregulation. Many independents have fallen by the wayside over the years but others have come to take their places. The blue buses of Samuel Ledgard of Leeds, the red ones of Connor & Graham in Hull and the delightful colours of Felix Motors of Hatfield may now be only memories, yet there are still plenty of other small businesses providing bus services within the boundaries of Yorkshire. These vary from Powell's providing buses in industrial South Yorkshire to Reliance Motor Services running out from York to the rural north. John Law was born and bred in Yorkshire and has been photographing the bus scene there since the 1960s, often focusing on the independent firms that have flourished throughout the county over the years. In this book he has chosen the best of his collection, featuring a variety of photographs to illustrate the independent bus sector in the great county of Yorkshire.

**A8952 Leyland PD Titans in Service in the Late 1960s & 1970s****£14.99****A8708 Leyland Single-Decker Buses****£14.99****A8702 Leyland's Big Cat Coaches****£14.99****A9599 Life After Southdown-****Former Buses in Service Elsewhere****£14.99**

Southdown Motor Services was a well-known and respected bus and coach operator formed in 1915 and based in the south of England. Their vehicles were predominately Leyland in the early days, with Bristol, Daimler and Ford to enter the fleet in later years. Southdown vehicles were maintained to a very high standard, so upon disposal were very sought after by dealers for resale and often snapped up by other operators for continued use. Some were transferred within the National Bus Company, for example the Daimler Fleetlines to Crosville and East Kent, the Leyland Atlanteans to Beeline and Ribble and Hants & Dorset also took coaches. Some were used as training buses and other non-PSV use such as car transporters. This book takes a look at the buses and coaches with their new owners.

**A9065 London Bus Liveries: A Miscellany****£14.99****A9103 London Buses****£8.99****A9388 London Routemasters in the Late 1970s and Early 1980s****£14.99****A8403 London's Buses: Colourful Era 1985-2005****£14.99****A8752 London's Dart and Dart SLF****£14.99****A8758 London's Enviro 400****£14.99****A7887 London's Exiled Buses****£14.99****A8738 London's New Routemasters****£14.99****A8397 London's Sightseeing Buses****£14.99****A7680 London's West End Buses in the 1980s****£14.99****A9189 Lothian Buses- 100 Years & Beyond****£14.99****A7466 Lowland Scottish Buses****£14.99****A8672 Luton & District to Arriva****£14.99****The Shires 1986-2000****£14.99****A7452 McGill's Buses****£14.99****A7378 Midland Red in Colour****£14.99****A8674 Milton Keynes Buses****£14.99****A6798 Midland Red Coaches****£16.99**

Throughout their existence from 1904 until 1981, the Birmingham and Midland Motor Omnibus Company were an idiosyncratic operator whose operational area covered an area from the Welsh Marches and Shropshire in the West to Northamptonshire and Rutland in the East and from Oxfordshire and Gloucestershire in the South to Staffordshire and Derbyshire in the North. Much of their area was distinctly rural but in the Birmingham and the Black Country, Worcester and Hereford, Stafford and Leicester, intense urban services were operated mainly by double-decker buses and it is these buses that this volume examines. Looking at the coaches that formed a part of this iconic fleet, David Harvey utilises his collection of rare and unpublished images to explore the fascinating world of Midland Red coaches.

**National Bus Company****A8637 ...Dual Purpose Vehicles****£14.99****A7905 ...Service Vehicles 1972-1986****£14.99****A9447 ...The Early Years****£14.99****A9059 North East Buses in the 1990s****£14.99****A8354 North Yorkshire Buses****£14.99****A7356 Northampton Buses****£14.99****A9524 Northern Counties Buses****During and after Deregulation****£14.99****A9145 Open-Top Buses****£14.99****A8378 Preston Buses Before & After Dereg****£14.99****A7372 Restoring a Bus****£14.99****A9457 Royal Blue Days****£14.99****A7496 Saved for Posterity****Bus & Coach Preservation****£14.99****A7456 Scotland's Independent Coach Operators****£14.99****A8742 Scottish Buses During Deregulation-****Another View****£14.99****A9147 Scottish Citylink Buses****£14.99****A9352 Showbus- Woburn & Duxford Years****£14.99****A7957 South East England Buses in the 1990s****£14.99****A9664 South Wales Buses in the 21st Century-****Variety in the Valleys****£14.99**

Around the early 2000s, there was a concern among transport enthusiasts that variety in terms of vehicle type and livery in the passenger transport industry in and around the South Wales valleys would decline. This was mainly attributed to the expansion of larger groups across the region that opted for standardised vehicle types and corporate liveries. There was no need for concern: looking back over the past twenty years shows that there has been plenty of variety in and around the South Wales valleys. Variety has been the spice of life; various vehicle types have adorned the operating area, from the common to the rare and the unique. Pleasant liveries, branding and colour schemes have emerged with some surprises along the way. With a wealth of previously unpublished photographs, Simon Ingham documents the local bus scene.

**A8605 South West England Buses 1990-2005****£14.99****A8487 Stagecoach Beyond Scotland-****The First Twenty Years****£15.99****A7871 Stagecoach in Scotland in the 1st 20 Years****£14.99**

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- A7879 Stagecoach in the Twenty-First Century £14.99
 A9167 Stagecoach West Scotland £14.99
 A9127 Strathtay 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
 A9694 The History of Optare £14.99

Bus builder Optare was formed by some of its employees in 1984 from the closure of old-established coachbuilder Chas H Roe at Crossgates, Leeds. After establishing itself as a 'new company' and introducing a new product range - initially in the minibus field - it purchased the designs of Birmingham-based MCW when that concern took the decision to cease bus building. After being acquired by Dutch bus builder DAF, following the collapse of that company Optare repurchased itself and became independent again. Then, it was acquired by Hungarian manufacturer American Bus Industries but, history repeating itself, it was repurchased by its management to become independent again. Then, it was purchased in a reverse takeover by the Darwen Group who owned East Lancashire Coachbuilders who, in turn, was acquired by Indian manufacturer Ashok-Leyland, in whose ownership it remains today, albeit still working from its established manufacturing base in Yorkshire.



- A7462 The Leyland National £14.99
 A9115 The McKindless Group £14.99
 A9720 Transdev Blazefield Buses £14.99

Blazefield commenced operations in 1991, having bought the final shares in the former AJS Holdings group. From the beginning it was clear that Blazefield had a strong approach to passengers and growth of the business. With over 300 vehicles, most of the operations were in Yorkshire with a base in London for its Sovereign unit along with a smaller operation based in and around Cambridge. Route branding, along with a simple livery, was a combination that worked well for increasing passengers and vehicle renewal. The Volvo chassis range and Wrightbus bodywork were the standard for the group. Growth came in the shape of the former Stagecoach operations in East Lancashire. In late 2006 Transdev were successful in acquiring Blazefield. Transdev continued to form a strong brand. Today expansion in local identities along with colourful brands see Transdev taking the lead in modern day bus operation.



- A9283 Trolleybuses in Portugal £14.99
 A7630 Tyneside Road & Rail Services £14.99
 A8033 United Counties Omnibus £14.99
 A7062 Walsall Corporation Buses £15.99
 A9487 Wessex Buses 1970-1985- Mainland National Bus Company Fleets £14.99
 A9495 Wessex Buses 1970-1985: Local Authority Fleets, Independents & the Isle of Wight £14.99
 A7344 Wilts & Dorset Buses £14.99
 A0388 Wrightbus £14.99
 A7951 Yorkshire Buses £14.99
 A6969 Yorkshire Traction Buses £14.99

- A9760 Urban Buses in Northern England £14.99

The north of England has long been an area of immense interest to bus enthusiasts. In Urban Buses in Northern England, Peter Tucker presents a fine selection of photographs representing the areas urban bus scene between the 1990s and the present day. Urban Buses in Northern England covers the North East, North West and Yorkshire region of England including operators such as Arriva, First, Northern, Stagecoach and Yorkshire Rider, plus much-loved independents such as Black Prince and OK Travel. Urban Buses in Northern England will be of immense interest to bus enthusiasts and those with an interest in the changing face of northern England since the 1990s.



- A9666 West Yorkshire Buses in Transition Before & After WYPTE £14.99

On 1 April 1974, the West Yorkshire Passenger Transport Executive was created by merging the municipal bus fleets of Bradford City Transport, Halifax Corporation with Calderdale Joint Omnibus Committee, Huddersfield Joint Omnibus Committee and Leeds City Transport. The new Transport Executive was divided into four districts: Bradford, Calderdale (previously Halifax and Todmorden), Kirklees (previously Huddersfield) and Leeds. A new livery of cream and light green slowly but surely began to replace the blue and cream of Bradford, the orange, green and cream of Halifax, the red and cream of Huddersfield, and the two shades of green of Leeds. With over 1,500 vehicles and more than 6,000 staff along with the numerous garage and depot facilities, this was a huge operation. By 1976 changes were being made to the livery - while retaining the colour scheme much of the lining details were replaced and the district name under the Metro logo gave way to Metrobus.



BERNARD MCCALL

- BMB97 Looking Back at the National Bus Co £16.50

In this book by Bernard McCall at Coastal Shipping, author Andrew Witshire is back and taking a chronological view of the National Bus Company. The book contains over 120 top-quality photographs, each with a detailed caption in Andrew Witshire's usual style.



- BMB94 National Welsh - Fleet in Focus 1 £9.95

BEST IMPRESSIONS

- BI405 Maidstone & District £39.00

This book delves into the character and style of M&D by looking at the company from many different aspects. The authors show how the fleet was modernised rapidly in early post-war days and then developed to meet the challenges the company faced over the ensuing years. The spread of one-man-operation is covered in



the look at how the single-deck fleet developed, as is the change to rear-engined double-deckers and the growth of coaches and coaching activities. There is a journey around the patch, taking each depot as a focus for understanding the nature of the diverse territory and services operated, with fascinating asides and diversions that bring out the full character of the company. Joint operation is looked at, including the famous Heathfield Pool, what went on behind the scenes, rules and regulations, not to mention personal stories and reminiscences. Richly illustrated with colour and black & white photographs, maps and diagrams, plus timetable

BOWDEN PUBLISHING

JBIMB Imberbus - 10 Years across Salisbury Plain £10.00

JB009 Leyland Atlantean Odyssey £8.00

JB859 London Country Vehicle Memories £16.00

This book acts as a photographic review of the buses and coaches operated by London Country from its inception on the 1st January 1970 until privatisation in 1987. A4, softback 80pages.



JB856 London Transport Country Area Garages £35.00

JBGUY Post-War Guy Buses of Southampton £8.00

JB586 RT Afterlife £15.00

JB010 RTL Requiem- 70 Years of Service £8.00

JB858 RTW London Wide £8.00

JB011 The Dublin Olympian £8.00

BRITISH BUS PUBLISHING

BB310 2020 Arriva Bus Handbook £19.25

BB330 2020 First Bus Handbook £19.25

Published in March 2020. This edition contains fleet and allocation data to June and as usual, the book is enhanced with excellent photographs of the current fleet. This book reflects the current climate and the effects this global pandemic has had on the transport industry and specifically, the running of Firstgroup.



BB340 2020 Go Ahead Bus Handbook £19.25

BBNEX2020 National Express Coach Handbook £14.75

In March 2020 the first effects of the coronavirus COVID-19 were starting to have an serious effect on society with the British government instructing citizens to 'stay at home' with safe distances being applied as its primary regulation. The effect on bus companies has been significant with many staff now furloughed, while the National Express coach network has been suspended. Therefore, this edition reflects the fleet position of both the bus fleets and the coaches as at the end of March 2020.



English Bus Handbook

BB352 ...Notable Independents 6th Edition £19.25

BB305 London Bus Handbook 2019 9th Ed £19.75

BB409 2020 Stagecoach Bus Handbook £19.75

In March 2020 the first effects of the coronavirus COVID-19 were starting to have a serious effect on society with the British government instructing citizens to 'stay at home' with safe distances being applied as its primary regulation. The effect on bus companies has been significant with many staff now furloughed, vehicles stored and new vehicles orders cancelled or re-arranged. Therefore, this edition reflects the fleet position at the end of March 2020. It is also the first showing of the new liveries that were recently announced.



BRYNGOLD BOOKS

BG052 Red, Cream and a Touch of Gray - Western Welsh Revised Edition £35.00

CAPITAL TRANSPORT PUBLISHING

CA436 Garaging London's Red Buses - A Black & White Album £35.00

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

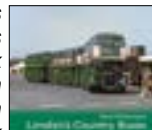
CA442 GS- The London Guy Special £35.00

CA445 London Trolleybuses - A Second Album in Black & White £19.95

CA422 London's Buses After Dark £14.95

CA447 London's Country Buses £14.95

In the same format as the London's Sixties and Seventies albums, this new paperback by Kevin McCormack covers Country Buses in Lincoln green in those two decades. With over 100 photographs this book



aims to show the different types of vehicles in service during the 1960s and 1970s with both London Transport and London Country.

CA443 London's Seventies Buses £14.95

CA432 London's Sixties Buses £14.95

CA428 Reshaping London's Buses £30.00

CA437 Southdown in Austerity £35.00

CA448 Streets and Lanes of Midland Red £35.00

These two well-known transport authors are on home territory, working together to review the highly varied routes of Midland Red - arguably the most innovative bus company in the UK and famous for designing and building its own fascinating buses for nearly fifty years. This new book is an album with detailed captions to around 200 quality photos of the vehicles that ran with the operator during its history up to absorption by the National Bus Company.



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

CW497 Guy Motors Buses & Coaches £35.00

CW70X Dennis Buses and Other Vehicles**£29.95**

The Dennis company has been building vehicles since 1895, making it the oldest continuously producing British manufacturer. From its origins in a small Guildford shop, the company has grown to become a major bus manufacturer with its products selling around the world. With over 240 photographs, this book discusses the company's highs and lows, through two world wars, challenging markets and ownership changes while documenting the vehicles produced and their innovative design features, from early cars and street-cleaning machines to vans, buses, trucks, fire engines and ambulances. The author draws on first-hand descriptions of how, and why, some of the company's most successful products such as the Dart, Trident and Enviro buses evolved and explains why their once market-leading fire engines are no longer made. This book analyses the reasons why some products were less successful and considers the future opportunities and challenges that lie ahead.

**EMPRESS COACHES****EMP91 Cooks Coaches-****The Story of a Sussex Village Operator £15.00**

In 1956 he decided to sell the coach business to his young daughter Jean and her husband Wilf but what would now make this story somewhat different to many others across the country was that Jean drove the coaches too, a sight virtually unheard of or seen in 1950's Britain. Allow this book to take you back to a time to tell the story of how a young and hardworking couple made their way in life and in business. With 148 pages, fully illustrated with both black and white and colour photographs, the history of Cooks Coaches is also complimented by a full fleet list.

**ESSEX BUS ENTHUSIASTS GROUP****EBEG4 Eastern National and Thamesway in London****Part 1: Tendered Services £12.99****EBEG9 Essex Buses Fleet Record****Volume 3: 1996-2004 £14.99****FAWNDOON BOOKS****FB312 Glasgow's Buses £45.00****FB314 London's Bus Purchases 1946-1994 £24.00****GRAHAM KELLOCK****GKEL1 The Story of Hulme Hall Coaches****£6.99**

This book tells the story of Hulme Hall Coaches from the very man who provided the service. Graham Kellock ultimately became the Headmaster of Hulme Hall School in Cheadle Hulme, Stockport. During his time at the school he developed a unique school transport system for the pupils of the school and this venture is explained within the 84 pages of this book. Small colour photographs, accompanied by captions, run throughout this book to help illustrate the story.

**GVVT**

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

GVVT1 Glasgow Atlantians 60 Years of the LA £10.00**HEATHFIELD PUBLISHING****CA420 45 Years an Eastbourne Busman £15.00****ISLE OF WIGHT BUS & COACH MUSEUM**

IWM01 The Dodson Brothers & The Vectis Bus Company 1921-1929 £4.50

JOHN WEAVER**JW060 Bournemouth's Bus & Coach Station £25.00****KEITH SHAYSHUTT**

KS301 Loughborough's Buses-The Deregulated Years £17.99

KS302 Western National in the 1990s £19.50**KEY PUBLISHING****KE566 Buses Year Book 2021 £18.99**

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 2021 edition will be published on its familiar August publication date.

**KE585 Ledgards of Leeds Buses £14.99**

Focusing on the 1950s and 1960s, this nostalgic look at the iconic Ledgards takes the reader on a trip down memory lane. Starting with a brief history of the buses themselves and their routes, it then goes on to examine the fleet, covering not only buses from London's Daimler fleet that ran on all but two of the double-decker routes, but also the single-deckers and low-bridge double-deckers. Using a variety of images, this book not only rekindles memories of those fortunate enough to have known Ledgards but also gives an insight into these charming vehicles for the many others who were never able to experience them firsthand.

**KE593 York Independents****£14.99**

The book containing over 150 photos, many in colour, tells the story of stage bus companies, including Eversham Brothers, Bailey, J Broadbent, Milburn & Gorwood Brothers, who operated from the East of York. All of these companies had similarities and like many rural bus services, they started by running a service to their nearest market town. This was often done to get a second income to supplement their main living, which usually came from farming & agriculture. As time progressed, most of the operators grew their bus network & also offered excursions & private hires. However, changes to the



way of life in the 1950s & 1960s, including the growth of television & car ownership, led to the demise of many true bus operators, including all of those featured in the book.

LEICESTER TRANSPORT HERITAGE TRUST

LTH9 Park & Ride in Leicester -

The Story of the Ups and Downs

£12.00

In this new book Andrew Bartlett chronicles the evolution of Leicester's Park & Ride bus services from an experiment in the run-up to Christmas in 1966 to the ordering of 13 Yutong battery-electric buses in June 2020. A4 softback, 36 pages with 80 photographs.



LONDON HISTORICAL RESEARCH GROUP

OS125 London's Buses Volume 3 -

Country Area Independents Part 2

£35.00

OS116 Shades of Green

£22.00

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

£5.00

MALVERN HOUSE PUBLICATIONS

MH153 Leyland Album Part 2- Buses & Coaches

£5.95

MIKE GREENWOOD PUBLISHING

MG091 Last Year of Midland Red's BMMO D9

£12.00

MUSEUM OF TRANSPORT

MT203 Buses of Greater Manchester in the 1960s

£5.00

MT205 Buses of Greater Manchester in the 1970s

£6.00

MW TRANSPORT PUBLICATIONS

MW790 Stephenson's of Essex

£16.95

OMNIBUS SOCIETY

OS122 Buses on the A696- Operations in North West Northumberland

£10.95

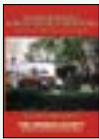
This new book, written by well-known author David holding and using the material researched by the late CR Warn covers a rural and indeed little-known corner of England- North West Northumberland. The A696 runs out from Newcastle into the area and has seen many vehicles and services over the years. Operations, mostly by independents, are described in detail with many photographs and a large selection of timetables. As an added bonus, there is even an unsolved murder mystery involving the daughter of one of the operators.



OS123 Sittingbourne's Forgotten Bus Operators- Jessop's of Frinsted

£9.95

Focussing on Jessop's of Frinsted, this book explores the forgotten bus operators of the Sittingbourne area looking at the personal stories of these bus operators. Looking into the history of transport in the area from the horse drawn era to arrival of Maidstone and District Buses. Cheeseman writes in a balanced and chronological way to allow for easier reading and recounts personal stories from people in the area including Jessop's drivers.



PAUL LACEY

PG325 Early Independents of the Bracknell, Crowthorne & Wokingham Area

£15.00

PG324 Early Independents of the Henley & Marlow Area

£15.00

PG323 Smith's Coaches of Reading 1922-1979

£30.00

PG326 Thames Valley - A Centenary Album

£23.00

This will be a 144 page, A4 portrait format book with approx. 340 monochrome and 100 colour photos, in album format with informative captions, all previously unpublished views. It covers the full variety of types operated, whilst also exploring the wide and diverse range of services. Published to celebrate the centenary of the formation of the Thames Valley Traction Co Ltd, which occurs in July 2020.



PEN & SWORD

P5714 British Independent Bus & Coach Operators

£25.00

During the 1960s, bus and coach fleets ranged from major operators who operated stage carriage services; major coach touring companies; to small operators with a handful of vehicles. Often the smaller operators bought redundant buses and coaches from major operators. Conversely, redundant vehicles bought by independent fleets often brought types that came from as far away as Scotland to London and the south east. In the 1960s, the oldest buses and coaches with independent fleets were those employed on school or industrial contracts. Some very small independent fleets, often with the title 'Luxury Coaches', took great pride in their fleets. The net result was that British independent bus and coach operators in the 1960s had a fascinating variety of chassis and body makes and styles, as well as liveries. This book shows many of these as they were between fifty and sixty years ago.



P5718 British Municipal Bus Operators-

A snapshot of the 1960s

£25.00

P4967 Last Years of the London Metrobus

£30.00

P4971 Last Years of the London Titan

£25.00

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

P2697 London Transport Recalled-

A Pictorial History

£35.00

P6034 Reliance Motor Services- The Story of a family Owned Independent Bus Company

£30.00

Between the two world wars and in the years that followed, several generations relied on country buses. In the days when few could afford a car, the bus was the medium to move between homes in often remote villages and the places where they increasingly went to school, worked and enjoyed their leisure hours. This is the story of one such chain of villages across the Berkshire Downs and the family-owned business that grew up around satisfying their needs. George Hedges came back from World War I to become a horse-drawn carrier, but with ambitions to motorise his business. With his family taking the wheel in the 50s, Reliance extended its reach

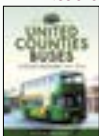


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nationwide and even internationally. The small village where it all started, Brightwalton, woke in the mornings to the cough of diesel engines from both Reliance buses and a relative's lorries. When both businesses departed, the village lost many of its jobs, its two pubs and very nearly its school.

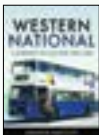
- P6243 Return to Isle of Man Transport** £30.00
P5722 British Transport Commission Group- Former Thomas Tilling Companies in the 1960s £25.00
P6227 The London LS: The Leyland National Bus in London Service £25.00
P4963 The London Volvo B9TL and B5LH £30.00
P5554 United Counties Buses £30.00

This book begins by taking a brief look at the expansion of the United Counties Omnibus Company from its formation in September 1921 through to its demise in October 2014. The company acquired over fifty independent operators between 1922 and 1938 giving the company prominence in Northamptonshire and surrounding areas. May 1952 saw the fleet double in size with the acquisition of the Midland area of the Eastern National Omnibus Company, encompassing Bedfordshire, north Buckinghamshire and north Hertfordshire. The National Bus Company split United Counties into three operating companies in 1986: United Counties, Luton & District and MK Citybus, halving the size of the fleet. After being acquired by the Stagecoach Group in 1987, the company was largely left untouched. The main focus of the book looks at the vehicles operated by the company, covering the numerous types operated by United Counties themselves. The various liveries, both fleet and advertising liveries are also listed.



- P4831 Vintage Buses in Glorious Devon** £25.00
P5506 Western National: A Journey in Colour, 1983-2003 £25.00

This book covers Western National in the period from 1983-2003, looking at the changes in livery and operation of the company, which was transitioning from a part of the National Bus Company to that of a private operation. The author has been a prolific photographer of buses for many years, covering many areas of Britain, chasing different types of vehicle and the services they run on. This book concentrates on Western National, looking at its operations during an interesting period, when liveries were changing, and the company's corporate identity was moving on from a nationalised concern to that of a newly privatised group member.



- P0115 Yesterday's Buses- The Fascinating Quantock Collection** £25.00

RIBWICK BOOKS

- RWB27 Livin' in the Outside Lane- Working for Ribble and Standerwick** £14.99

SEAN MILLAR PUBLISHING

- SM926 AEC Buses in New Zealand Second Ed** £14.00
SM924 Commercial Bus Body Builders of New Zealand Pt 1 Austral to Hawke £14.00
SM925 Commercial Bus Body Builders of New Zealand Pt 2 Johnson & Smith to Wiltton £14.00

- SM921 NZ Buses in Colour Past & Present** £14.00

SILVER LINK

Buses, Coaches & Recollections

- S4528 ...92 1956** £8.00
S4520 ...95 1976 £6.00
S4531 ...96 1977 £8.00
S4551 ...105 1978 £8.00
S4542 ...103 1966 £8.00
S4527 King Alfred Recollections £6.00

SOUTHDOWN ENTHUSIASTS SOC

- SEC84 2020 Update to 2019 SEC Publications Fleet List & Sussex Independents** £2.50

This compact publication gives an updated look at the current scene for 2020 and includes a fleet list and also covers the Sussex independents. This item works well in conjunction with its 2019 predecessors (Stock code SEC81- see below).



Brighton Hove & District Fleet History

- SEC74 ...Part 11- Last 6 Years of the Company** £7.00
SEC77 ...Part 12- Epilogue (i) £7.00
SEC79 ...Part 13- Epilogue (ii) £7.00
SEC81 SEC Fleet List Book 2019 £7.50
SEC80 Southdown Fleet and Routes 1939 £7.00
SEC78 Southdown Fleet History Part 29 - 1964 £7.00
SEC83 Southdown Fleet History Part 30 - 1965 Golden Jubilee £7.00

Alan Lambert continues his study of the history of Southdown, now reaching 1965, which marked the Golden Jubilee of the founding of the company in 1915. 30 pages A5 softback with 8 black & white photos.



- SEC82 Sussex Independents 2019** £6.00

STENLAKE PUBLISHING

- ST861 Cumbria Buses: Barrow in Furness 1948-1989** £11.95

As a young teenage bus enthusiast in 1961, the author spent an extended holiday in Barrow-in-Furness, a large but remote shipbuilding town in the Furness district now in Cumbria but at that time part of Lancashire. Although a Yorkshireman the author has since retired to Cumbria so the book has double interest for him. Using family photographs augmented with photographs from enthusiasts and societies the author has produced an overview of bus operations in Barrow over a 40 year period. With details of buses used, routes and destinations it has the information the bus enthusiast desires and also is a nostalgic romp through the buses of old that took the people of Barrow to school and to their work.



- ST860 Hardwick's Services Ltd, Scarborough** £11.95

Described by the author as 'a delightful country bus operation' Hardwick's life as a bus operator started in 1922. When David Hardwick retired in 1922 he sold the business to a coal merchant from Hull. A few years later they, in turn, sold it on to Wallace Arnold who added



the stage operations to their existing excursion and tours business in Scarborough. Ownership of Hardwick's continued with Wallace Arnold until 1987 when they sold out to East Yorkshire and it was absorbed by them. Using family photographs complemented with key images from other enthusiasts the Yorkshire-born author has put together an illustrated history of this interesting bus operator.

ST824 Perth's Trams and Early Buses £16.95

ST859 Skipton 1967 with Pennine, Laycock, Ribble and West Yorkshire £11.95

The book centres around a Sunday in October 1967 when the author and his family visited their bustling north Yorkshire market town. As he says you would expect Sunday to be a quiet day but being at the junction of the A65 and the A59 it was a bus place with four bus companies operating from the town's Waller hill Bus Station. Three companies were based elsewhere in the town and another was just four miles away at Gargrave. On the Sunday, the author visited therefore a plethora of stage routes were running. In addition to these stage routes there were a number of seasonal routes. The book paints this complex picture with lots of detail of operators, routes and of course the buses all illustrated with captioned photographs from the author's own collection and other enthusiast and society sources.

ST842 The Bradford to Queensbury Bus 1949-1974 Part 1- The routes up to 1969 £10.95

ST843 The Bradford to Queensbury Bus 1949-1974 Part 2- The Buses up to 1969 and Buses and Routes to 1974 £10.95

ST834 Buses of Arran, Argyll & Environs in Colour £10.95

ST825 York Pullman- 1926 to 1985 £10.95

STEVE KNIGHT MEDIA

SKM49 East Yorkshire and Scarborough Locals 2020 Fleetbook £6.50

SKM47 Go North East Fleetbook 2019 £6.50

SKM45 Stagecoach East Fleetbook 2018 £6.50

SKM51 Stagecoach East Midlands Fleet Handbook 2020 £6.50

The Stagecoach East Midlands area includes operations from depots in Hull, Grimsby, Scunthorpe, Mansfield, Gainsborough, Worksop, Skegness, Long Sutton and Lincoln. It is a diverse fleet which has been upgraded in the last year with the cascade of mid-life vehicles from other Stagecoach companies. More Enviro 400s are expected from Manchester in the coming months and details of these are also included. Produced with the support of the Lincolnshire & East Yorkshire Transport Review (LEYTR) the book details all vehicles in the fleet along with extensive information on liveries and branding as well as depot allocations. Several vehicles in the fleet have received the new Stagecoach livery and examples are included in the full colour illustrations.

SKM46 Stagecoach East Midlands Fleetbook 2018 £6.50

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SKM48 Stagecoach West Fleetbook 2019 £6.50

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Full details of the fleet operated and liveries carried by Stagecoach's Oxfordshire fleet which includes operations from main depots in Oxford, Witney and Banbury. A complete listing of vehicles including registrations is supported by full details of liveries and branding carried together with depot allocations. Also included are details of the normal, pre-COVID, allocation of vehicle types to routes.



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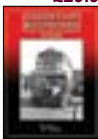
This book features operators based in South East England in the 1960s. The companies featured are as follows- Aldershot & District, Brighton Corporation & Brighton Hove And District, Eastbourne Corporation, East Kent, Maidstone Corporation, Maidstone & District, Southdown Motor Services, Banfield's Coaches, Dengate Of Beckley, Drew's Service, Empress Coaches, Grey Green Coaches, Horlock Of Northfleet, Safeguard Coaches Ltd, Tillingbourne Valley, Timpson's Coaches and United. This fascinating book features over 150 black & white photos of the various operators in the region.



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For over forty years, buses with their route number displays mounted in the centre of their front roof domes were a familiar sight in London. They were very much a hallmark of the London bus fleet, this device not often being used elsewhere. Widely used on buses of various pre-war types, such blind displays featured on most of the STD class and on almost a quarter of the huge RT class, latterly also on a few RTLs. The buses were nicknamed roofboxes, top-boxes and even lighthouses by enthusiasts and for this new volume, Jim Blake has meticulously checked the records of the last 360 or so of these distinctive-looking buses to operate at London's service in the late 1960s to present a fascinating array of photographs of them from his archives, operating in all parts of the London Transport Central Area on a wide variety of routes.



VIS28 The LT Area 1 South East London

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The second volume in our new LT Area book series looks at London Transport bus operations in the former LT Central Area of South West London Jim Blake has combed his extensive archives to provide fresh material, since the vast majority of the 360 or so photographs included herein have not been published before. Most of the pictures were taken between 1967, at the dawn of the disastrous 'Reshaping' era, and 1984, when London Transport was destroyed by the Thatcher regime. However, there are also some more recent scenes, to give a flavour of how the area covered has changed subsequently. By 'South West London', we mean those parts of London south of the Thames with a SW postcode, as well as those parts of Greater London formerly in Surrey, for example Kingston-Upon-Thames and Sutton, with the Brighton Road as the dividing line between 'South West' and 'South East' London.



VIS33 The LT Area 3: West London

£19.95

The third volume in our LT Area books looks at London Transport bus operations in the former LT Central Area of West London. Jim Blake has combed his extensive archives to provide fresh material, since the vast majority of the 360 or so photographs included have not been published before. Most of the pictures were taken between 1967 and 1984, when London Transport was destroyed by the Thatcher regime. However, there are also some more recent scenes, to give a flavour of how the area covered has changed subsequently. By 'West London', we mean those areas with London areas beyond the West End with London 'W' postcodes, and then those beyond the London Postal Area out as far as such places as Slough, Staines and Uxbridge, with the River Thames and, beyond Kew, the Bath Road and then the Staines Road as the southern border and the Harrow Road as the northern. We have also included those areas with London 'SW' postcodes which are north of the Thames, for example Chelsea, Fulham and South Kensington.



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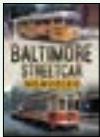
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F9034 Baltimore Streetcar Memories £20.00

In 1893 Baltimore adopted the new system opened the first electric line in the United States to operate on an elevated structure. By 1899, Baltimore streetcar lines, with their unique 5 foot 4.5 inch track gauge, were unified by the United Railways and Electric Company which purchased 885 semi-convertible cars with windows that could be raised up for summer operation and lowered for winter operation. Baltimore Transit Company was the third United States system to introduce modern Presidents' Conference Committee (PCC) cars and at its peak operated the eighth largest fleet of these cars. A combination of



factors including a ridership decline and making many downtown streets one way contributed to conversion to an all bus system. This is a photographic essay of history of the Baltimore, Maryland streetcar system up to its closure in 1963 and the return of a modern streetcar/light rail system 29 years later in 1992.

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New Jersey's Trolley Heritage is a photographic essay of trolley cars that once served Atlantic City, Ocean City, and Wildwood, plus the modernised Newark City subway, along with the new Hudson-Bergen Light Rail Line and River Line.



From 1889 to 1955, electric trolley cars served commuters and vacationers in Atlantic City. Between 1938 and 1955, Atlantic City operated twenty-five streamlined Brilliners known as the Miss America Fleet, the largest fleet of these cars in service in the United States. The Shore Fast Line connected Atlantic City via Pleasantville and Somers Point to Ocean City. A portion of the Pennsylvania-Reading Seashore Lines was used by the Shore Fast Line. Open summer cars operated in Wildwood until it closed in 1945. After trolley service ended in Atlantic City, Newark's City Subway was New Jersey's only remaining trolley line until New Jersey Transit opened the Hudson-Bergen Line in 2000, that by 2011, linked North Bergen with Hoboken, Jersey City, and Bayonne.

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The Portsdown & Horndean Light Railway was once a main artery connecting Cosham (and Portsmouth) with Hambledon, Denmead, Waterlooville and Horndean. From the turn of the twentieth century until the mid-1930s, the P&HLR was a major feature of the environs of Portsmouth. Today only faint traces remain of the route. In a series of fascinating comparisons, local historian Robert Hind walks the tracks, matching images of the P&HLR at its height with the very different scene of today. He gives a wholly original perspective on a vital part of Portsmouth's history, once a key part of daily life and now all but forgotten.



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Relive an era when the streets of south east London and north Kent were served by electric trams and trolleybuses. Rare and previously unpublished views illustrate the journey from Woolwich to Gravesend and support Robert Harley's well researched text. Electric trams in the area began as early as 1889 and in the 1930s the trolleybus became popular. These fine vehicles lasted on local routes until March 1959.

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In 1950 the LRTA's predecessor, The Light Railway Transport League, decided to publish historical material relating to first generation tramways in the British Isles separately from the house journal 'Modern Tramway', which was featuring more and more good news on tramway renewal in continental Europe and some other countries. Thus was born the historical supplement 'Tramway Review', which has grown in the intervening years to be a full magazine with expanded world-wide coverage of interesting aspects of tramway history. The seventieth anniversary of this journal is being celebrated in 2020 with the publication of an anthology put together by the current editor of TR, Martin Dibbs and prolific LRTA author Geoffrey Skelsey.



LRT57 Tramways & Stadtbahnen in Hannover £32.50

This comprehensive history traces the development of the tramway system from the earliest days to 2018 and the story is accompanied by 332 photographs and 33 detailed maps. The author of this book, and Editor for over ten years of 'Tramway Review', Richard Buckley, sadly died in March 2017 but he had already given permission to the LRTA to publish the work after his death. This book therefore is a tribute to Richard and his enthusiasm for and love of the tramways of Hannover.



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Croydon Tramlink is a new history about the network linking Wimbledon with Croydon in South London. This is the first full history of this fascinating tramway, which is about to celebrate its twentieth anniversary of opening. The book looks at the political, economic and social aspects of the network, as well as the mechanical history of the system. The tramway has been an important aspect in rejuvenating the Croydon area and improving transport links in an area lacking underground lines.

**Regional Tramways**

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This book tells the story of Sheffield's pioneering light rail systems. It begins with a brief look back at Sheffield's first tramway that opened way back in 1873. At the time of its closure in 1960, the Sheffield Corporation Tramway was one of very few first-generation tramways still in operation. The book contains details of all the original Sheffield trams that survive in preservation. It then turns to the Supertram project of the early 1990s, with extensive details of the planning and design of what was then a relatively new concept in the UK. Day-to-day operations are examined, including driver training, deployment of trams, the signalling system, ticketing, fares and the timetable. Infrastructure is also covered, including tram stops, Nunnery depot, signalling, trackwork and electrification. The various extensions proposed over the years are also discussed. It examines the unique operating requirements of tram-train and its potential for use elsewhere in the UK.



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See page 63 for last recommended posting dates.

MET62 U-Bahn, S-Bahn & Tram in Paris**£20.00**

The French capital has much more to offer to urban rail enthusiasts than the world-famous Metro, which is currently being expanded on a large scale in the outer areas of the Paris conurbation. Known as RER, frequent cross-city trains run far beyond the city limits, a network complemented by a series of radial suburban lines classified as Transilien. In addition, there are now 11 tram lines, some of them isolated from each other, including two Tram-Train routes operated by SNCF, and two Translohr lines, which feature trams on rubber tyres. The transport scene is rounded off by two VAL systems, driverless small-profile metros that connect the two major airports. In this book, Christoph Groneck presents every means of urban rail transport, giving an overview of the respective histories of each system and the vehicles used. At the end of the book, the reader will find detailed maps in the form of an atlas of the entire metropolitan area of Paris, which is home to some 10 million people.

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A6117 Class 40 Locomotives**£14.99**

Mainly covering the mid-1960s to the mid-1980s, this collection of images offers a fascinating survey of one of the iconic locomotives of twentieth-century Britain: the Class 40. A common sight in Scotland and the north of England in the latter part of the century, the Class 40 continues to capture the imagination of railway enthusiasts everywhere. Used to haul both heavy freight and passenger trains, this book captures a locomotive at the peak of its powers, with previously unpublished images showing Class 40s both at work and rest. The vast majority of the photographs in this book were taken by the late Keith Holt. He was brought up in West Yorkshire and, like many youngsters at that time, developed an interest in railways as he cycled around the West Riding to visit places of interest. He always took photographs, including many of the iconic Class 40 locomotive. This book acts as a fitting tribute to his longstanding interest in the railways, and reflects the varied work carried out by the Class 40.



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 A9964 Glory Days Steam in East Anglia **£14.99**

Steam in East Anglia recalls the era when steam ruled the tracks and the railways conveyed passengers and goods, from the commuter lines of Tilbury and Southern to the rural tranquillity of north Norfolk. There are sometimes conflicting ideas about which parts of Britain comprise East Anglia. This book describes and illustrates the steam trains which ran within Essex, Suffolk, Norfolk and parts of Cambridgeshire. The book concentrates on the years between the mid-1930s to the end of steam. Apart from the Pacifics, preservation has not been kind to the London & North Eastern Railway and its forbears. There are precious few locomotives left and it is a tragedy that no B17 or Claud was saved but it is a relief that two Thompson B1s have been preserved.



- A9455 Glory Days: Western Region Steam Around London **£14.99**
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A9557 Great Central Railway the Decline & Fall £14.99

No railway closure in the Beeching era was mourned more than that of the Great Central Railway's main line southward from Nottingham. From its cathedral-like edifice at Victoria to the distinctive island platform stations that served towns and villages all the way to London, the Great Central touched the hearts of enthusiasts and the general public alike. This book tells the story in words and pictures of the years just before and after closure, from glorious express trains to heart-rending views as the old line was firstly abandoned and then mercilessly destroyed.



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The industrial and minor railways of Wales are neglected topics deserving of greater attention. Following on from 'Industrial Locomotives & Railways of Scotland', Gordon Edgar uses his excellent collection of photographs to explore these fascinating railways and their locomotives. Primarily utilising previously unpublished photographs, the author offers a fascinating insight into the industrial railways and locomotives of this region, endeavouring to convey the *raison d'être* of such railways held in great affection by many.



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- A0026 Iron Empires- Robber Barons, the Railroads & the Making of Modern America £25.00**

Iron Empires tells the story of the men who created the all-important nationwide railroad system that spread across the country during the Gilded Age of the late 19th century - a time where industrialisation accelerated, fortunes were made and squandered, and the ruthless robber barons of the United States pursued wealth and power by any means necessary. Two of the giants of the age, JP Morgan and EH Harriman, fought for primacy of the all-important railways and remade American industry in the process. Their conflict culminated in the greatest and most controversial corporate takeover battle in American history as Morgan and Harriman jostled over the Northern Pacific railroad. The nationwide securities market would be shaken to its core, and thousands of investors would see their fortunes eradicated as collateral damage. Featuring con men, tycoons and Wall Street operators, *Iron Empires* tells the story of how the Morgan-Harriman war turned railroads into an industry and, in the process, defined an age.



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- A9382 North Wessex Diesels £14.99
- A9465 On the British Narrow Gauge £14.99
- A9718 Preserved Pre-1948 Railway Carriages £14.99**

Preserved (or heritage) railways have, in the majority of cases, at least one working steam locomotive and either a diesel unit or a diesel locomotive. However the main thing these railways need to keep them going is the general public coming along and riding the trains. It's all very well having a decent size fleet of working locomotives, but without any carriages to carry people in, you might as well call your railway a museum. The carriages on a heritage railway are just as important as the locomotives. With nearly 200 previously unpublished images, Royston Morris looks at some of these often underappreciated stars of the preservation scene.



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- A7947 Rail Rover: West Midlands Ranger £14.99
- A6896 Railroad of Colorado £14.99
- A8259 Railroads of Montana £14.99**

'The Last Best Place' slogan certainly describes well the huge state of Montana that stretches some 630 miles across and is located in north-western United States. Three railroad main lines once spanned its width, but the unfortunate abandonment of the Milwaukee Road left only the Great Northern and Northern Pacific routes, now Burlington Northern, to move the tonnage. Union Pacific also reached into the state from Utah in the south-west, the earliest line built into the territory by predecessors arriving in mineral-rich Butte in 1881. Today, over 3,000 miles of track crosses Montana under 'Big Sky Country', climbing magnificent mountain passes and sweeping across great prairies that prevail in the eastern portion of the territory. Dynamic BNSF dominates the railroad scene, with remarkable Montana Rail Link providing an important link in Montana railroading. UP and several short line provide added colour to the trains in the 'Treasure State,' making the railroads of Montana a visual gem.



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Since the 1860s trains have conveyed crushed limestone from Derbyshire to the soda ash and chemicals works in Mid-Cheshire. By the 1930s a new higher capacity design of wagon was needed, And so the 'Hoppers' were built by Charles Roberts for Imperial Chemical Industries. The fleet of 152 bogie hopper wagons became instantly recognisable to railway enthusiasts. For just over sixty-one years between 1936 and the end of 1997 the wagons worked almost every day of the year, running several times per day. Modern wagons took over the duties from 1998 and the traffic still runs around six times per week, feeding the sole remaining Soda Ash plant. Many companies and locomotive classes and types have hauled these services since 1936 including the LMS, BR, Transrail, EWS, Freightliner Heavy Haul and now DB Cargo. Classes include steam 4F, 8F and 9F; and diesel-electric classes 25, 37, 60 and 66.



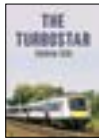
A9822 London, Midland & Scottish Railway Vol 7- St Pancras to Sheffield £14.99

The Midland main line from London St Pancras to the north of England is one of Britain's most important trunk routes. With its various loops and branches, this major artery of communication links major centres of population such as Leicester, Derby, Nottingham, Sheffield, Manchester and Leeds. Notwithstanding its obvious importance as a busy main line, the Midland route was built in piecemeal fashion, the various sections (from London northwards) being the Midland Railway London Extension (opened 1868); the Leicester & Hitchen Railway (1857); the Midland Counties Railway (1840) and the North Midland Railway (1840). In recent years the Midland line has been regarded primarily as a link between London and Sheffield, although a number of services have continued to run through to Leeds, Manchester and other destinations in the north of England.



A7636 The Turbostar £14.99

With construction beginning in 1997, the 'Turbostar' family of Diesel Multiple Units are by the far the most numerous design of such units introduced to the privatised railway. Over the next fourteen years, over a hundred units belonging to this family have been built at the Derby Litchurch Lane works of Adtranz/Bombardier Transportation to operators across the country. They have become a recognisable site across the network, sharing many design similarities with the 'Electrostar' family of Electric Multiple Units. Today they can be seen from the north of Scotland to the south coast, conveying passengers on many local and long-distance services. This book takes a look at the varied services undertaken by Turbostars, covering both past and present operators.



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BARRAI BOOKS**BB094 Barrow-in-Furness & its Railway £15.50**

The transformation of this 'railway town' from such modest beginnings was first studied by Michael Andrews in the 1950s. Not until 2003 did the story appear in a published form in the Cumbrian Railways Association monograph 'The Furness Railway in and Around Barrow' now long out of print. The present volume brings the story to life again with many of Michael Andrews' own photographs plus archive illustrations, some in colour. The specially produced maps that support the text are now also enhanced with colour. This book will be a lasting record of the way the building of a railway led to the founding of a town and the nature of its industry. It is a book that should find a place on the shelves of local homes and in the libraries of local schools so that its story is remembered and appreciated.

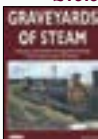
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David Dunn delves into the photographic collections of the Armstrong Railway Photographic Trust to take another look at several of the notable railway scrapyards of the post war years. This time looking at private and public scrapyards during the latter days of steam. Most, if not all of the images, are previously unpublished.



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B4904	...109 Scottish Region Engine Sheds 66B to 68D & Sun Sheds	£9.99

B4910 ...98 Scottish Region Engine Sheds 62A to 62C & Sub Sheds £11.99

This book features the Scottish Region Engine Sheds, focusing on Sheds 62A-62C and includes the Sub Sheds. In this publication the author, David Dunn, explores Thornton Junction, Dundee Tay Bridge, Dunferline and Alloa 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****B4911 Heyday of Early British Rail Diesels 2 £19.99**

For a second time, David Allen delves into the photographic collections of the late Paul Leavens and that of the Soar Valley Model Railway Club to present an album showing the early years of diesel operation from the late 1950s through to 1965/66.



Most, if not all of the images, are previously unpublished.

B4902 Heyday of the BR Standard Locos £21.99**B4901 Heyday of the Early British Rail Diesels £19.99****The Last Years of Steam**

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CA430	London District Railway Volume Two	£35.00
CA433	Londons Disused Railway Stations - The East End	£25.00
CA449	Steam Around London	£19.95

London's position as Great Britain's Capital city ensured it had special status and nearly all of the famous, prestigious named trains such as the 'Cornish Riviera Express', 'Royal Scot', 'Atlantic Coast Express' and 'Flying Scotsman' fanned out from the Capital. Locomotive sheds such as Kings Cross and Stratford had a proud tradition and were renowned for the exemplary condition of many locomotives in their care. In addition to long-distance expresses London also boasted a dense suburban network, much of which was still steam operated well into the 1950s, and there were also massive marshalling yards to deal with huge amounts of goods traffic. Using the best available photographs from the collections of some of the most accomplished photographers this album vividly portrays the twilight of the steam age in the Capital from the mid-1950s to the end of BR steam traction in July 1967.

**CA426 Steam in the English Landscape £19.95**

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CR692	101 Rly Stations- A Journey of Variety	£25.00
CR960	abc British Railway Locomotives 1948	£13.50
CR964	abc British Railway Locomotives 1954	£13.50

Reprints of the famous Ian Allan Publishing abc series that ran from the 1940s through to the 1960s are a wonderful, nostalgic snapshot of a railway scene which has long since disappeared. The latest addition to this series is that of the Combined Volume which was published in 1954. This was a very interesting period in the development of the BR steam locomotive fleet in the 1950s. There were many venerable pre-grouping classes still around and thousands of locomotives built or designed by the Big Four, but by 1954 all of the British Railways Standard classes were in production, including the unique Class 8 Pacific No 71000 Duke of Gloucester and the first of the 9Fs which entered service that year. This was a fascinating year and abc British Railway Locomotives Combined Volume 1954 is a very welcome addition to this series.



CR952	abc British Railways Locomotives Winter 1962/1963	£13.50
CR96X	abc Locomotive Traction 2020	£7.95
CR959	abc Rail Guide 2020	£25.00

abc Rail Guide has established itself as the most comprehensive, detailed, accurate and reliable guide to the rolling stock used on the railway networks of the British Isles. The new 2020 edition of this best-selling annual publication has been thoroughly revised and updated and reverts to its original format in providing a complete overview of all of the railway, metro, light rail and tramway systems, London Underground and heritage lines in the UK and Ireland. The book offers the most accurate listings, in operator order, of the locomotives, multiple units and stock used on the railways of Britain and Ireland. Entries are also separately cross-referenced to their operators. There has been a huge amount of investment in recent years in the rolling stock fleet and all these new types are described and illustrated to maintain the in depth coverage of all motive power for which abc Rail Guide is renowned.



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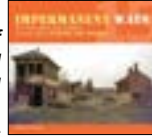
Unavailable for some time, this book proved to be an instant success when first published, explaining as it did, in a simple and comprehensible way the complex engineering behind a steam locomotive. The subject is explained through a series of easily understandable diagrams which show the function of the components in step-by-step sequences. The clear diagrams and explanations require no prior technical or engineering knowledge. Photographs, both historic and contemporary, illustrate the text. This expanded edition is the ideal introduction to the subject as there are few who understand every aspect of the steam locomotive in its entirety



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This the fifteenth volume in the Impermanent Ways series, one of the most enduring and admired collections of railway titles published in recent years, is also a departure for the series as hitherto, volumes have focused on lost lines and infrastructure in different counties or geographically defined areas of the country. However, the latest addition to the series is something of a departure from previous books in that it focuses not upon the disused stations of one or two counties but instead ranges across the country from the South Coast to the Scottish Highlands to examine some of the wider aspects of railway infrastructure which has been lost including signalboxes and former steam motive power depots. It also takes a brief look at the scene in the North West of England in 1968, the final year of BR's steam operations.



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With the new Channel 5 TV show The Great Model Railway Challenge, generating a huge boost to the popularity of railway modelling, this book provided a comprehensive introductory guide for all those interested in getting involved with this fascinating and creative hobby. The book shows places around the home where layouts can be housed and leads newcomers through the minefield of what size trains are best suited to individual circumstances and how to find a way through vast choice of equipment available today, including an overview of analogue and digital control systems. The final part of the book contains a selection of over 25 layouts built in the most popular scales and sizes, N, OO, and O gauge, by well-known modellers. All the featured layouts can easily be replicated at home and are complete with a full colour scale track plans.



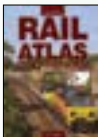
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The Rail Atlas of Great Britain and Ireland was first published in 1977 and 2020 sees the release of its long awaited 15th edition, proof indeed that the Atlas is one of the most successful and sought-after railway titles ever published. The Atlas is the most accurate, reliable, and up to date guide to the current railway network in the British Isles. Lines open to all traffic and those used by freight only are differentiated as are single track sections. The maps also show preserved lines, freight terminals, LRT schemes, passenger stations, lines under construction and proposed lines. This new edition as always has been fully revised and updated whilst retaining the convenient format established in previous editions. The mapping on each page overlaps with that on adjoining pages to make it easier to follow a long-distance route. Where appropriate, additional detailed inset maps have been drawn to show the complex railway developments in metropolitan areas such as London and Manchester.



CR690 Rails Across London £25.00

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This is a new, revised and fully updated edition of one of our most popular railway atlases. The key to the attraction of this atlas is the ease with which it enables comparisons to be made between today's railway network and that which existed in 1923. The book includes 45 maps from each period alongside a detailed gazetteer and brief introduction. The contemporary maps have all been revised and updated for this new edition. They include information about railway lines that have been closed and converted for other purposes such as walking or cycling routes, or have found a new use as heritage lines, tramway conversions and the like. Other information includes the location of all post-1923 steam sheds and current diesel and electric depots, railway museums and a wide range of modern commercial narrow gauge and miniature railways. The Atlas also provides a list of all stations that have both been opened and closed between the 1923 and the present day as well as those currently under construction.



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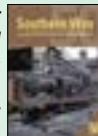
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The Southern Way is a journal of record for all those interested in the history and heritage of the Southern Railway, its constituent companies and the Southern Region of British Railways. Edited by Kevin Robertson, whose extensive knowledge of all 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.



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The Southern Way is a journal of record for all those interested in the history and heritage of the Southern Railway, its constituent companies and the Southern Region of British Railways. 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.



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In this book the author has selected his favourite images from his vast collection, telling the stories behind many of them. The photos chosen concentrate on the years between 1951 and 1976 and include both steam and other motive power as well as trains, locations and infrastructure which has since been consigned to memory. As well as being a celebration of the work of one of our finest railway photographers, this new book contains a wealth of memories for all those interested in Britain's railways from the 1950s onwards. It presents both a personal and also a public journey covering the length and breadth of Britain undertaken by a man who from the outset knew a good subject when he saw it and could record it in a technically assured and visually striking manner.



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CUMBRIAN RAILWAYS ASSOCIATION**CRA77 Bigrigg- Whitehaven, Cleator and Egremont Railway****£7.50**

The book covers a fascinating area of West Cumbria that has had little written about it. Situated between Whitehaven and Egremont few people today will be aware as to how important Bigrigg was during the Industrial Revolution, that its output of minerals was so important to the local economy and expansion of the area. The book delves into the past to bring the present alive and helps our understanding of the current topography of the area. It is amazing to see just how complicated the pits and railways were. Within the space of little over 1 square mile, there were over 40 pits in Bigrigg, and the vast majority were rail connected. Now, there are very few traces of this once busy scene. This book details the extensive research which has been undertaken to unravel this history and relate the story of this branch and its mines. The book has 48 pages, with numerous maps, photographs of both the area in its heyday and showing what remains today.

CRA71 Cumbrian Railways - Railways at War **£8.00****CRA76 Pilling Pig- A History of Garstang & Knott End Railway** **£15.00****FERRY PUBLICATIONS****F7736 Changing Face of the British Railways** **£29.50****FONTHILL MEDIA****F5683 Cock O' the North:****Gresley's Bold Experiment Softback** **£18.99****F5709 Further Along the Tracks** **£16.99****F5710 In & Out of Paddington: The Story of a Great Railway Station** **£16.99****F5767 Network Greater Manchester** **£16.00****F5761 Scottish Railways in the 1960s** **£22.00****F5802 Lancashire Derbyshire & East Coast Railway Vol 3: A LD & ECR Micellany the Mansfield Railway & Mid-Mont's Joint Rly** **£20.00**

In the days when coal was 'King', plans were laid for an east-to-west cross-country railway, to connect Warrington to a new dock near the east coast village of Sutton On Sea. Entitled The Lancashire, Derbyshire and East Coast Railway, as history was to show only the Chesterfield to Pyewipe Junction section and a branch from Langwith to Beighton would ever be completed. Taken over by the GCR in 1907, although primarily a coal carrying railway it had a passenger service that lasted in parts until 1955. This Volume looks back at the very beginnings of plans for the LD&ECR and we will also take a look at two more connecting lines, namely the Mansfield Railway and the Mid Nottinghamshire Joint Railway. The Mansfield Railway would become a huge influence in moving coal along the LD&ECR lines. Discover the self-styled 'Dukeries Route' and its connections through the lenses of photographers from a period of over 100 years.

F5660 Lancashire Derbyshire and East Coast Railway: Langwith Junction to Lincoln and the Route to Sutton-on-Sea **£18.99****F5696 The Last Years of Steam Across Somerset and Dorset** **£20.00****F5214 The Ruabon to Barmouth Line- The Ruabon to Bala Section** **£18.99****FREIGHTMASTER****FM293 Chasing Trains** **£19.50****GRAFFEO****Lost Lines of England****GR487 ...Birmingham to Oxford** **£8.99****GR486 ...Ryde to Cowes** **£8.99****GR44X ...The Cheddar Valley Line** **£8.99****Lost Lines of Wales****GR319 ...Aberystwyth to Carmarthen** **£8.99****GR317 ...Ruabon to Barmouth** **£8.99****GR415 ...The Heads of the Valleys Line** **£8.99****GREAT NORTHERN BOOKS****GN105 Gresley's V2s** **£25.00****GN149 John Ryan's Express- One of the UK's Largest 0 Gauge Layouts** **£25.00****GNB91 Last Years of North East Steam** **£19.99****GNB92 London Midland Steam 1948-1966** **£19.99****GN123 Southern Steam 1948-1967** **£19.99**

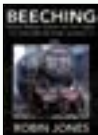
This book contains over 250 colour and black and white photographs of steam locomotives working across much of the South of England. Many areas of interest are featured, including: Eastleigh; Dover; Southampton; Brighton; Guildford; Exeter; Plymouth; Guildford; Reading; Salisbury; Winchester; Yeovil. A section is provided for all the important SR locations in London, such as Waterloo station, Stewarts Lane shed, Bricklayers Arms shed, Clapham Junction, Victoria station, etc. There is also a selection of images taken on the Isle of Wight which came under the jurisdiction of the SR. A large number of the area's most recognisable classes are presented: Bulleid's 'Merchant Navy' and 'Battle of Britain'/'West Country' Pacifics; Maunsell 'King Arthur' and 'Schools', amongst others; Urie 4-6-0s; Drummond M7; Wainwright C Class. The locomotives have been captured in many evocative scenes of the era, comprising those at stations, both main line and smaller local facilities, engine sheds and from the lineside.

**GN111 The Last Years of North West Steam** **£19.99****GN112 Western Steam 1948-1966** **£19.99****GREAT WESTERN STUDY GROUP****GWS20 GWR Signalling Practice** **£45.00****GRESLEY BOOKS****GB825 Before Rocket- The Steam Locomotive up to 1829** **£12.99****GB801 British Railway Disasters** **£14.99****GB826 British Railways Stinks- The Life and work of Britain's Last Railway Chemists** **£14.99****GB802 The World's Most Famous Locomotive Flying Scotsman** **£14.99****Are you signed up to our email newsletter?**

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GB814 Beeching - The Definitive Guide £14.99

Described as the most hated civil servant in Britain, Dr Richard Beeching was appointed as chairman of British Railways with one key directive, to cut the soaring losses. The 1950s had seen the start of a mass shift from public to private transport, as lorries, cars, buses and motorbikes replaced trains. So often pilloried by the press and public for closing numerous picturesque and romantic country branch lines, leaving even many large towns cut off from the railway network, Beeching might also be seen as merely streamlining a process that was already under way. Back in the early 1960s, there were many who thought the days of steam locomotives numbered, and, those of railways too. Robin Jones looks back at the forces that were shaping the railway's fortunes, the Beeching Axe, its critics, aftermath and its repercussions today. Was Dr Beeching the villain of popular legend or was he a hero who made Britain's railways into a slimmer, leaner machine far more capable of tackling the challenges of the future?

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H8781 St Pancras International 150 Facts for 150 Years £9.99
H9370 Steam in the 1950s- The Railway Photographs of Robert Butterfield £20.00

Robert Butterfield had a lifelong passion for railways. He devoted his career to working for British Railways and was a dedicated enthusiast, photographer and railway modeller. He travelled extensively in the London Midland, Eastern, North Eastern and Scottish Regions and on these journeys accumulated a large collection of stunning photographs, often featuring his favourite classes: Princess Coronations, Royal Scots and Jubilees. After forty-three years of service he spent his retirement happily chasing steam specials, particularly on the Carlisle to Settle line. Here Brian J. Dickson has compiled a beautiful collection of Robert Butterfield's railway photographs, providing a window into the past looking back at steam in the 1950s.



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INDUSTRIAL LOCOMOTIVE SOCIETY

- IRX00** Industrial Locomotives Handbook 18EL Incl Preserved & Minor Railway Locos £20.95

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- IRS01** Ex BR Diesels in Industry £15.00
IRSX4 Industrial Railway Locomotive Sheds - A Third Selection £12.95
IRSX9 Industrial Railways & Locos of Greece £30.00
KERR1 Kerr, Stuart's Internal Combustion Locos £30.00
IR502 Sentinel Locomotives and Sentinel-Cammell Railcars - Design & Development £39.00

INVICTA MARITIME

- IV283** Rails Across the Harbour Folkestone & its Branch Lines £12.95

Few visitors who visit today have any idea of how the entire area once functioned as a vital link with the Continent and a cohesive commercial operation. Rails across the Harbour tells the story of the



Folkestone Harbour branch railway, its station and pier while also exploring the engines, trains and cross-Channel ships with which it was associated throughout the period of its operational existence. The South Eastern Railway purchased the derelict and bankrupt harbour in 1843 and made great attempts to improve and develop its basic infrastructure. Although undergoing great change throughout the years, the harbour remained in railway ownership until 1984 before the opening of the Channel Tunnel inevitably led to its demise and eventual closure in 2001. The branch line lingered rather longer and survived as a siding until 2014. Now under the ownership of The Folkestone Harbour Company, the harbour, station and pier have been totally refurbished as part of the town's ongoing regeneration project.

IRWELL PRESS

- IR236** A Celebration of LMS Coronation Pacifics £25.95

The first in a series which has but a simple aim, that is to use top quality photographs reproduced at the largest possible size to celebrate some of the best-loved steam classes. Full-page shots are presented in a landscape format and are backed up by comprehensive captions. What better place to start then than the Stanier Coronation Pacifics of the LMS? The emphasis throughout is on the engines in service and the book has been arranged in chapters in chronological order starting with the four main variations of the class as built, followed by the post-war de-streamlined engines. The final three chapters show the Coronations at work



in the 1950s and 1960s on each of the principal routes where they were used, ending with the final few months of 1964. All engines in the class are covered at least once. The pictures have been selected from the collections of Rail-Online and Brian Stephenson's Rail Archive Stephenson and include many taken by Jim Carter and Bill Anderson.

IR214 Illustrated History of the Port of Hull & its Rlys £22.95

IR229 Diesel Dawn 1- Deltic £10.99

IR235 Main Line to the South Part 1- Basingstoke to St Cross £34.95

The London and Southampton Railway opened in 1840 and was the first major railway in the south of England. Joseph Locke and Thomas Brassey completed the last part of the line from Basingstoke to Winchester through the chalk downs to the summit at Litchfield Tunnel. The easy grades of the line were achieved by involving some heavy civil engineering work, high embankments, deep cuttings and numerous tunnels. Traffic grew steadily, particularly goods, to and from the expanding Southampton Docks and boat trains ran in connection with the ocean liner traffic. Southampton developed into the principal port for military traffic to the Empire and the line played a major role in the supply of men and materials for the Boer, First and Second World Wars. The line was the last steam worked main line in England until its electrification in July 1967. Today the line between Basingstoke and Southampton carries heavy passenger traffic and some of the nation's heaviest freight traffic with containers from Southampton Docks.



Southern Workhorses

IR224 ...1 Q 0-6-0s 30530-30549 £15.95

IR225 ...2 Q1 0-6-0s 30001-30040 £22.95

IR227 TE Williams- Lost Colour Collection Vol 3 £25.95

IR212 The Book of the Crabs Part 2- The LMS Hughes-Fowler 2-6-0s 42710-42944 £28.95

The Book of the

IR226 ...Ivatt Class 2 2-6-0s 46400-46527 £29.95

IR234 ...Ivatt Class 2 2-6-2Ts 41200-41329 £32.95

The Ivatt Class 2 tanks and moguls were amongst the last new LMS designs and although intended for secondary duties to replace a variety of ancient pre-grouping specimens, they incorporated all of the refinements developed over the previous decade and honed by Ivatt on his post-war Black Fives. The two classes were developed together, using the same boiler, sharing as many components as possible and they were very much complementary. The 2-6-2Ts were really the last small tank locomotive designed for Britain's railways; the BR Standard Class 2 in the 84000 series being merely a slightly modified version. Their light axle loading meant that they could go almost anywhere on the system and they certainly did that. They operated throughout the Southern Region, from Kent to Cornwall. This book complements the immediately preceding Book of the Ivatt 2-6-0s.



IR220 ...King 4-6-0s £30.95

IR217 ...Southern Moguls Pt 1-N & N1 Classes £29.95

IR222 ...Southern Moguls Pt 2-U, U1 Classes £29.95

IR215 ...Stanier 8F 2-8-0s Pt 1:

Pre-War Engines 48000-48125 £28.95

IR228 ...Stanier 8F 2-8-0s Pt 2- 48126-48297 £29.95

IR218 Way Down South- Southern Steam in the Sixties £24.95

KEY PUBLISHING

KE591 BR: From Green to Blue £14.99

A fascinating but much overlooked era for the modern traction enthusiast is the changeover era from the old British Railways green and maroon to the corporate image Rail Blue of the new British Rail which stretched from the mid-1960s to the very early 1980s. The attention of enthusiasts and rail publications of the era was focussed on the dying of the steam age and much of interest to the generations of rail fans who grew up with modern traction has lain undiscovered since. This book aims to portray the many varied livery styles of the times worn by the locomotive, units and coaching stock of BR. It illustrates every major change of the green to blue period, including many little known and surprising combinations, and aims to answer many questions that have puzzled enthusiasts since.



KE59X Class 47s From Inverness to Penzance £14.99

The Class 47 diesel locomotive was a mainstay of British Rail, with 512 built in the 1960s. As such, they were a daily sight throughout the UK, working express passenger and heavy freight trains as well as more mundane local passenger and wagon-load freight all over Britain. For rail enthusiasts, 'bashing' emerged as the art of trying to ride behind as many locos as possible. Largely due to their prolific numbers, the 47s were often disliked by bashers and the 47s were often given the disparaging nickname 'Duffs', but to those who followed them, they were 'Brush', an abbreviation of Brush Type 4, which was how BR originally referred to them. However, as time passed and other classes of locomotive fell by the wayside, a far greater appreciation of them is now the norm. This book records 1982 to 1985 and many days spent trying to travel behind all 507 of the Class 47s that were still in traffic at that time.



KE571 Cornish Railways £14.99

This, the first of two volumes covering the railways of Cornwall, follows the line through the changing landscapes of the county. It takes the reader from the rich farmland west of St Germans, through the unique Glynn Valley down to Bodmin Rd and the freight area of Lostwithiel & Par before reaching clay country on the way to the final destination of St Austell. In addition, the branch lines of Looe, Carne Point at Fowey, and Newquay are also explored. Lavishly illustrated with 180-colour illustrations, many set in glorious countryside, this book shows a variety of locomotives. Service trains dominate the images, though there are many charter trains featured, some with exotic traction for the far south west. The photographs capture the changing landscape, from the

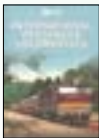


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short days of winter with piercing low sunlight, to the long days of high summer when the upside of the Cornish mainline is lit, allowing a different perspective, capturing not just the trains, but the beautiful hills, rivers and coastline.

KE592 International Passenger Locos Since 1985 £14.99

As traditional locomotive haulage declined in the UK and many enthusiast's favourite classes were withdrawn or taken off passenger work, British Rail fans began to broaden their horizons in the 1980s and look at the railway networks of other countries. For many, their first ports of call were the nearer continental European countries, with Germany proving particularly popular as it still featured locomotive haulage over much of its network, even on the smaller branch lines. Ireland also proved popular as their services were almost exclusively loco-hauled. As more enthusiasts travelled abroad & information & number lists became more available, foreign rail holidays became ever more popular, with worldwide favourites inc. the USA, with its long history of diesel traction & iconic locomotives, & India with its extensive system & thousands of locomotives.



KE573 Last of the Welsh Coal Trains

£14.99

This book looks at the last of the coaling operations in South Wales from 2013 to early 2020 and features 195 colour images of coal trains running to and from the mine sites along the scenic South Wales Valleys, and the picturesque stretch of coastline that the Vale of Glamorgan line takes to Aberthaw.



KE57X Loco Hauled Passenger Trains

£14.99

This highly illustrated look at locomotive-hauled trains over four decades features a wide variety of locomotive types on a great range of passenger duties. From one-off special workings to day-to-day operations, the whole range of BR and post-privatisation locomotive-hauled trains are described in detail. These trains range from the regular loco-hauled traffic from the early 1980s to current times, with all the popular types of diesel and electric locomotives shown, including Deltics, Westerns, Classes 20, 25, 31, 33, 37, 40, 56, 87 and many others. Each historic photograph, most of which have never been published before, is accompanied by an extensive caption, giving a comprehensive overview of timetable loco-hauled travel in Britain over the last 40 years. They are a record of the many changes that have taken place as locomotive-hauled travel declined and, more recently, showed something of a resurgence.



**KE521 The Hornby Book of Trains-
The First One Hundred Years**

£25.00

KE581 Rail Freight North West England

£14.99

This book illustrates the changing face of rail freight in North West England over forty years. During that time the traction and wagon fleets have been almost completely replaced, freight trains have become heavier and less frequent, the amount of shunting and trip working has been dramatically reduced, and most small freight terminals have closed. The coverage of this book stretches from Cheshire to the Scottish border. It includes the Buxton area because it always been associated with the North West even though it lies in Derbyshire. The ten chapters are arranged on broadly geographical lines, but the chapter titles should not be taken too literally. For example, in the Greater Manchester chapters it makes sense to include some locations beyond the metropolitan county boundary. Conversely Wigan lies in Greater Manchester but in railway terms it is more closely associated with Warrington.



KE565 Railways & Britain's Nuclear Industry

£14.99

This book is about the important role played by the nation's railways in Britain's nuclear industry. It sets the scene with a brief history of nuclear power in Britain and the technology behind it, not just the reactors but the plants that processed the uranium, built the fuel elements and reprocessed the spent fuel. It goes on to illustrate the transport of the spent nuclear fuel from across Britain to the Sellafield Reprocessing plant in West Cumbria and indeed from across the world. In the 21st century the decommissioning of the first generation of reactors and a swathe of Ministry of Defence establishments across the south of England added to the waste already travelling by rail to the national Low Level Waste Repository, also in West Cumbria. The railways also transported chemicals for the nuclear industry and construction materials. The book not only illustrates this transformation but explains why it happened.



KE570 Railways of Central Scotland

£14.99

The five years either side of the millennium was a period of great change on the railway network with the advent of privatisation and, on the passenger side, the introduction of franchised operations. On the freight side, the original British Railways network was initially split into three companies, Mainline, Loadhaul and Transrail, but they all ended up being purchased by EWS, the English, Welsh and Scottish Railway. The period saw new rolling stock, new locomotives and a staggering number of different liveries. This book records some of the many changes, to capture the last days of some of the older classes before they were phased out and equally, to include the new. The railways of Central Scotland in 2005 had transformed almost beyond recognition when compared with how things had been ten years earlier. While it cannot capture everything in this period, Ian Lothian illustrates the main route network in Central Scotland and provides an interpretation as to how things were and how they have changed.



KE597 The World's Last Steam Trains: China £17.99

China was the last country in the world to manufacture and operate steam locomotives. By the early 1980s, there were an estimated 10,000 operational steam locomotives in the country, but by the 1990s, diesel and electric locomotives started to replace them on the main lines and the number in service reduced substantially as the millennium approached. The last steam locomotives were finally withdrawn from China Rail in 2003. After that, some continued to operate heavy freight trains on local railways for a short while, but most were deployed for use on the country's industrial railways, mainly at coal mines and steel works. This trend continued into the first decade of the 21st century, but subsequently, the number of steam engines in service declined substantially and were confined to just a handful of industrial locations.

**LAMPLIGHT PUBLICATIONS**

LL625 Oxford & Cambridge Railway Profile 2
Bletchley to Bedford & Cambridge £11.95

LANCASHIRE & YORKSHIRE RLY SOCIETY

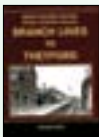
LY679 LMS Central Division Miscellany-
A Portrait of the L&Y's Lines and Property in
the LMS Period: Part One 1921-1930 £15.00

LIGHTMOOR PRESS

BD852 Branch Lines to Chard £35.00

BD877 Branch Lines to Thetford £30.00

In this book, the author, Peter Paye, looks at the branch lines leading to Thetford. This thoroughly researched history of the lines is fully illustrated with black and white photographs and includes tables, maps and diagrams to fully illuminate the story of these lines.

**British Railways The First 25 Years**

BD832 ...Volume 7: London Western Region £22.50

BD860 ...Volume 8: North East England £22.50

BD872 ...Volume 9: London Midland Region £22.50

The ninth in the series of books depicting the first 25 years of British Railways, this volume covers the London Midland Region lines in the London area, from the terminus stations at Euston and St. Pancras out as far as Watford and St. Albans respectively, the North London Line from Broad Street and the former London Tilbury & Southend Railway (LT&SR) lines out of Fenchurch Street. We look at the steam age Euston station and its rebuilding for the West Coast electrification in the 1960s. We visit the four principal motive power depots serving the Western and Midland Divisions, Camden, Willesden, Cricklewood and Kentish Town, and also Devons Road on the North London Line and Ripple Lane, Plaistow, Tilbury and Shoeburyness on the London Tilbury & Southend. A variety of locomotive types are featured, including 'Jubilees', 'Royal Scots' and Stanier Pacifics. Detailed maps of the principal stations and depots are included.



BD863 British Carriage and Wagon Builders and Repairers 1830-2018 £30.00

BD875 Caledonian Railway Locos: Classic Years £35.00

This book covers the designs of Dugald Drummond, John Lambie, JF McIntosh and William Pickersgill. During this period, the Company was at the forefront of locomotive design. For express passenger work, locos capable of climbing to Beattock summit and running the long distance from Carlisle to Perth were required. For goods traffic, the numerous collieries and industrial plants of the Central Belt had to be handled, together with the associated shunting at numerous sidings and yards. Weight restrictions on the hilly Callander & Oban line required bespoke designs. Throughout the period, passenger locomotives displayed the Company's distinctive blue livery. In this volume, the author describes the design practices developed by each of the Locomotive Superintendents, followed by details of each class, accompanied by suitable drawings and illustrations. Together with David Hamilton's 'Caledonian Locomotives: The Formative Years', these two volumes provide the definitive history of Caledonian Railway motive power.



BD856 Caledonian Railway Locos: Formative Years £35.00

BD848 Colonel Stephens and his Railmotors £22.50

BD841 Dalry Road Motive Power Depot
A History 1848-1965 £25.00

BD837 Gazetteer of the Coal Mines of South Wales & Monmouthshire from 1854 £30.00

BD866 Gloucester Midland Lines Part 2:
South Eastgate to Stroud £25.00

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South Stonehouse to Westerleigh £30.00

BD862 Harecastle's Canal and Railway Tunnels £25.00

BD838 Ifor Higgin's Cambrian Diary £10.00

BD843 Little Giants: A History of the Ffestiniog Railway's Pre-Revival Locomotives £60.00

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East of England & Scotland £12.00

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BD853 Private Owner Wagons- 15th Collection £22.50

Track Layout Diagrams of the Great Western**Railway and BR (WR)**

BD859 ...Section 10- West Cornwall £8.00

BD857 ...Section 11- East Cornwall £10.00

BD865 Severn & Wye Valley Railway-
Volume 5 Lydney Docks £25.00

BD855 Simplex Locomotives at Work £15.00

BD842 Southwold Railway £25.00

BD846 Stratford upon Avon & Midland Junction
Railway Vol 2- S&MJR, LM&SR, BR & MoD

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West Gloucester & Wye Valley Lines £7.50

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Welsh Mountain Railway £25.00

BD836 Broad Gauge Engines of the Great Western
Railway Part 1:1837-1840 £22.50

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BD876 The Broad Gauge Engines of the Great Western Railway Part 2 1840-1845 £22.50

This is the second book covering the broad gauge engines of the Great Western Railways. In this book the author covers the years 1840-1845. The story that unfolds in this second part of the story of the broad gauge motive power of the GWR, is thus an account of four groups of engines - the 'Fire Fly', 'Sun', 'Leo' and 'Hercules' classes - which achieved new levels of performance and reliability that had previously been unattainable, not only on the GWR but on any other railway in the kingdom. Once again the narrative is illustrated with a plethora of plans and drawings, along with an impressive number of early photographs, which all serve to bring these wonderful machines back to life.



BD940 East Somerset & Cheddar Valley Railways- The 'Strawberry Line' £30.00

BD835 The Golden Age of London's Railways in Old Photographs £25.00

BD864 The Hull & Barnsley Railway Volume 1: Formation and the Early Years £25.00

BD844 Melbourne Military Rly & the Derby to Ashby Branch Pt 1: Historical Background £25.00

BD834 The Shrewsbury & Welshpool Railway (Including the Minsterley Branch) £12.00

BD931 Somerset & Dorset Railway 1935-1966 £25.00

BD873 The Taunton to Barnstaple Lines Vol 3 Locomotives, Operations & Recollections £25.00

Having covered the history of the Devon & Somerset Railway in Volume 1 (published 2016) and the route, stations and signalling in Volume 2 (published 2017), this third and final part of the trilogy rounds the story off by looking at the operation of the line throughout its existence and the human aspect of a country railway which served the local communities through which it ran. The book is completed with a number of Appendices covering various aspects from through coach working to a list of staff mentioned in the GWR and BR (WR) staff magazines when transferring to or from locations on the D&SR. Finally, there is a detailed Index for all three volumes, the pages of which have been numbered consecutively on from Volume 1. This book will therefore have much appeal to locals who knew the line and family historians searching for a mention of earlier generations, as well as students of railway history and enthusiasts for Great Western secondary cross-country routes.



BD858 The Waveney Valley Railway : Tivetshall to Beccles £30.00

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

LILY PUBLICATIONS

L7737 Transforming the Rlys of Central Scotland £18.00

LNWR SOCIETY

LNW83 LNWR 42FT Carriages of Richard Bore £15.00

LNW84 The Diary of Thomas Baron 1855-1862 £20.00

MARTIN BAIRSTOW

MB43X The Cromford & High Peak Railway £14.95

MCNIDDER & GRACE

JDF69 Poster to Poster: Railway Journeys in Art V 9 Rails Across America £40.00

MIDDLETON PRESS

M5644 New Mills to Sheffield and Hayfield £18.95

Tourists have enjoyed this journey across the Peak District for many generations. Coal has been moved along the line in some very lengthy trains, with varied haulage. The other mineral conveyed in quantity is limestone, which appears in many of the very interesting photographs.



M5628 Ambergate to Buxton £18.95

M5641 Ambergate to Mansfield £18.95

Much of the route is still open but there are many views that need explanation to be enjoyed fully. They are enhanced by the river Erewash being nearby. The Midland Railway is full of interest, an outstanding pleasure.



M5632 Buxton to Stockport £18.95

M5635 Cromford and High Peak by Rail & Trail £18.95

M5645 Derby- Ilkeston- Nottingham £18.95

The main line herein was that of the Great Northern Railway. It was built mainly for coal and so many big collieries are shown with their complex sidings. The sad decline is also illustrated, plus many historical joys.



M5622 Diss to Norwich £18.95

M5642 Edinburgh to Inverkeithing £18.95

M5617 Gainsborough to Sheffield £18.95

M5627 Hull to Hornsea & Withernsea £18.95

M5626 Ilkeston to Chesterfield £18.95

M5615 Leicester to Nottingham £18.95

M5629 Lines North of Stoke £18.95

M5624 Loughborough to Ilkeston £18.95

M5646 Manchester to Bacup £18.95

This route through Lancashire has been one of complete contrasts, both in the past and present. The first stage to Bury was an early electrification scheme and continues as part of the burgeoning Metrolink system. Closed to passengers beyond Bury by BR in 1972, the line to Rawtenstall still functions under the heritage East Lancashire Railway.



M5623 Mansfield to Doncaster £18.95

M5636 Newcastle to Alnmouth £18.95

M5638 Nottingham towards Kirkby in Ashfield- The GCR Route 1898 to 1966 £18.95

The Great Central route north of Nottingham has been closed for over fifty years and has largely been obliterated from the landscape. It is hard to believe the Nottingham to Kirkby section included a marshalling yard, loco shed and several junctions as it laced its way up the Leen Valley alongside two other railway companies. It may have gone but has not been forgotten.



M5643 Nottingham-Long Eaton-Derby £18.95

M5619 Peebles Loop £18.95

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M5634	Scunthorpe to Doncaster	£18.95
M5618	Sheffield towards Manchester	£18.95
M5633	Uttoxeter to Buxton	£18.95
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NARROW GAUGE RAILWAY SOCIETY

NRS10	Bure Valley Railway Engines, Carriages and Wagons	£5.50
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NRSX2	Romney, Hythe & Dymchurch Railway Engines, Carriages and Wagon	£4.95

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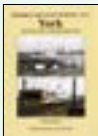
NEP30	West Riding Steam	£22.50
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NORTH EASTERN RAILWAY ASSOCIATION

NER13	North Eastern Railway Branch Lines: Lesser Railways Around Darlington	£11.95
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NER25	Signalling Centres in the North East No 1 York from Early Days to Rail Operating Centre	£18.50
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York became a major centre in the early days of the railway - and this remains the case for signalling because it is now the location of a Rail Operating Centre, one of only twelve or so which are planned to eventually control most of the lines across the country. This history concentrates mainly on the area within the city boundary but for completeness it also extends out to a number of places which subsequently became fringe locations to the 1951 York power signal box. It covers how York's signalling infrastructure developed and modernised to meet traffic demands from the early pointsmen with un-coordinated signals, the growth of mechanically interlocked signal cabins, the new 1877 station, how the 'York Yards' goods lines were controlled, expansion of the early twentieth century though to post World War Two modernisation and the more recent IECC and Rail Operating Centre.



NORTH LONDON RAILWAY HISTORICAL SOCIETY

NLR91	History of the North London Railway V2 Stations of the City Extension	£25.00
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NREA

NRE31	British Locomotives Multiple Units & Coaches Stock Spotters Companion 2020	£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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OA561	Yorkshire Lines of the LNWR	£19.95
OA364	The Eyemouth Branch	£17.95
OA446	The Ingleton Branch - A Lost Route to Scotland	£14.95
OA538	The Lane End Plateway	£13.95
OA449	The Midland Railway Route From Wolverhampton	£17.95

OA745 Bristol to Portishead Branch with the Bristol Harbour Rly & Canon's Marsh Branch £18.95

By the middle of the 19th century larger ships had difficulty navigating the River Avon up to Bristol. Two ports, at Avonmouth and Portishead, were built at the mouth of the Avon to surmount this problem and both were served by railways.



Post-war car ownership and the resultant declines in railway passenger traffic causes the 1964 closure of the branch, but the 1978 opening of the Royal Portbury Dock resulted in a £21m investment in rail access. Meantime rush hour road congestion demanded a rethink of the 1964 closure and in 1989 Royal Assent was given to construct a light railway from Wapping Road via Portbury to Portishead to where by 2021 or 2022 passengers may again be able to travel. In this new book Colin Maggs tells the story of these branch lines from early days to recent developments.

OA744 The Ramsey North Branch £17.95

The small fenland market town of Ramsey in Huntingdonshire was one of the many which suffered from the agricultural depression of the mid-19th century. With the coming of the railways the town was stranded between the Great Northern Railway and the Eastern Counties Railway. Eventually local business people and landowners promoted their own line, the Ramsey Railway to link up with the GNR at Holme but their rivals, the GER, bought up the shares to ensure that the branch could not be used to poach traffic for East Anglia onto the GNR. This ensured that the branch carried few passengers and when buses came along in the 1920s even fewer. Passenger services continued until 1947 and freight ceased in 1973. In typical Peter Paye fashion, all aspects of this branch line are discussed and examined in depth and at length.



OPC

OP697 Atlas of Railway Station Closures 2nd Ed £25.00

This is a revised and expanded edition of one of our best-reviewed and best-selling titles of 2018, Atlas of Railway Station Closures. The Atlas shows all standard gauge railway lines built in Britain and the dates when each line and every station on those lines was closed. The first part of the book consists of an atlas of the entire railway network. On these maps line closures are colour-coded by decade. The company, BR Region or later organisation owning the station at the time of the closure is listed, as well as the last pre-grouping owner. The name of the station used is in every instance that applied at the time of its closure. The second part of the book provides a complete index and gazetteer listing all station closure dates if the station has closed, and highlighting those still in use. This book encompasses a wealth of invaluable information organised and presented in an accessible format and some comments from readers about the previous edition have been incorporated into this new edition.



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OP676	Holding the Line	£9.95
OP696	Modern Locomotives of the UK	£25.00
OP675	Pre-Nationalisation Coaching Stock	£40.00
OP698	Ryde Rail- A History of Tube Trains on the Isle of Wight	£20.00
OP665	Southern Coaches Survey Pre-Grouping and Mk1 Stock	£25.00
OP694	Acquired Wagons of Britains Rlys Vol 2- All-Steel Mineral Wagons & Loco Coal Wagons	£25.00
OPC74	Metropolitan Railway and Metro-land	£30.00

PEN & SWORD

P7175	A Pageant of British Steam- Steam Preservation in the 21st Century	£25.00
P8158	A Privileged Journey- From Enthusiast to Professional Railwaysman	£14.99

A Privileged Journey is a personal and individual account of the author's youthful enthusiasm for trains and the travels he undertook in Great Britain and on the European continent as a student and management trainee of British Railways.



It is illustrated by over 140 black and white photos, mostly taken by the author himself as a boy and student. The chapters cover the emergence of the young boy's interest in steam locomotives in particular, through his 'trainspotting' days to his numerous journeys in the late 1950s and early 1960s, with many accounts of locomotive performance supported by an extensive appendix of train 'logs'. Some of the chapters are much extended narratives from articles serialised in the UK enthusiast magazine, 'Steam World' over the last decade and are also based on ten hours of verbal interviews recorded by the UK National Railway Museum at York as part of their 'Oral History' archives supported by a UK National Lottery Grant.

P3639	A Railway History of New Shildon	£25.00
P9319	Adrian Shooter- A Life in Engineering and Railways	£25.00
P7783	An Introduction to Great Western Locomotive Development	£35.00
P2383	Barry Railway & Port Before & After Woodham's Scrapyard	£30.00
P1473	Britain's Last Mechanical Signalling- Salute to the Semaphore	£30.00
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P4915 Freight Trains in the North of England- An Illustrated Survey 1950-2018 £25.00

We all remember the famous trains of yesteryear like 'The Flying Scotsman', 'The Royal Scot' and 'The Waverley', passenger trains from the great days of steam, but behind the glamour of these celebrated expresses were the dirty unloved goods trains. Well into the 1980s it was possible to ride behind and experience most locomotives on passenger services, but the arrival of the HST and diesel multiple units soon changed this, and with the odd exception, today's locos can only be found working on freight trains. The interest in the goods or freight train has risen greatly in recent years even against a backdrop of reduced depots, yards and variety of workings. This book brings together the work of many of our most outstanding railway photographers featuring some of their best work from the mid-1950s right up to the present day. The old local trip with its wooden trucks, the long mixed goods, the heavy steel train and Speedlink services all feature from the steam, diesel and electric eras.



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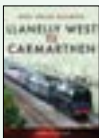
After tackling the GW panniertanks in his 'Locomotive Portfolios' for Pen & Sword, author David Maidment seeks out descriptions and photographs of the GW 0-6-2 tank engines, the majority of which were built by the Rhymney, Taff Vale, Barry and other Welsh railways from the last decade or so of the 19th century onwards. The engines of eight different companies, absorbed by the GWR in 1922, are described and illustrated, and the way in which many were modernised and rebuilt at Swindon or Caerphilly Works in the 1920s. Charles Collett was, however, faced with a motive power crisis in the mining valleys at the Grouping, as many of the companies had economised on essential maintenance as the GW's take-over drew near, and he had to hurriedly design a standard 0-6-2T to complement and bolster their work. These engines, the 56XX & 66XX classes, became part of the South Wales scene between 1925 and 1964, mainly running the coal traffic, although they dominated Cardiff Valley passenger services until 1954.



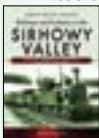
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P6248 Llanelly West to Camarthen**£30.00**

Llanelly to Carmarthen is the latest addition to an on-going series about railways in West Wales, by railway historian John Hodge. This volume looks at the history of the lines in West Wales, between these locations, taking in the history of the local industry that was once a feature in this area. This book covers the each station and main location along the route, with good photographic coverage and interesting long captions explaining the locations significance. The work is of interest to railway historians and those who accurately model railways, having a good coverage of the subject throughout its pages.

**P6256 Railways & Industry in the Sirhowy Valley-Newport to Tredegar****£30.00**

This book covers the railway and industrial history of the lines that once operated in the Sirhowy valley in South Wales. Railways and Industry in the Sirhowy Valley, is the first full history of the railways that served this important area of Welsh industry, covering all aspects of its rail transport and manufacturing history. Being the latest volume in an ongoing series of books, covering the history and development of rail transport in the South Wales valleys. The area once boasted some very important industrial manufacturers, including the Tredegar Iron Works and numerous other iron smelting companies. This volume covers the industrial, economic and social history of this fascinating area of the South Wales valleys and the railway that once served the area.

**P2727 Rebuilding the Welsh Highland Railway****£30.00****Britain's Longest Heritage Line****P1194 Southern Electrics- Second Generation****£25.00****P1469 Southern Maunsell 4-4-0 Classes (L, D1, E1, L1 & V)****£35.00****P4473 Southern Railway Lord Nelson Class 4-6-0s-****Their Design & Development****£30.00**

The Lord Nelson Class has come to be viewed as an 'also ran' amongst express locomotives and is largely overlooked for that reason. It had the misfortune to be sandwiched on Southern metals between the classic and much revered King Arthurs and Schools and by Bullied's controversial Pacifics. In such company any design might suffer by comparison. And yet when first appearing they attracted plaudits from railway professionals, including the footplate crew, and the public alike. But with only 16 being built their impact was muted and any faults in their design were magnified beyond their actual impact. In truth they deserved far better than this and were, in fact, sturdy, reliable performers that served the company well on the heavy boat trains for which they were designed and across their other passenger services for 30 years and more in peace and war. Much has been written about these locomotives but no story is ever complete, with new information and photographs emerging to deepen our understanding of them.

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The book investigates the vast number of locomotives that came to the London Midland Region in 1948 at Nationalisation. This is a class by class survey with over 200 illustrations, covering all the top link and freight classes, also looking at the smaller types of locomotive, operating on branch lines and doing more humble tasks. The author explores what happened to them and also looks at those that eventually made their way into preservation.

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This volume covers the final decade of British steam, looking at steam traction in a wide variety of geographical locations around the British Railways network. The book covers a wide variety of classes of locomotives, that were withdrawn during the last decade of steam traction, some examples of which are now preserved. Malcolm Clegg has been taking railway pictures since the early 1960s and has access to collections taken by friends who were recording the steam railway scene during this period. This book is a record of his and other people's journeys during the last decade of steam in the 1960s.

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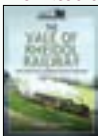
P4281 Metropolitan-Vickers Type 2 CO-BO Diesel Electric Locomotives from Design to Destruction £40.00

This book provides an in-depth history of the Metropolitan-Vickers diesel-electric Type 2 locomotives, more frequently known collectively as the Co-Bo's due to their unusual wheel arrangement. 20 locomotives were constructed during the late-1950s for use on the London Midland Region of British Railways. The fleet was fraught with difficulties from the start, most notably due to problems with their Crossley engines, this necessitating the need for extensive rehabilitation work during the early-1960s. Matters barely improved and the option to completely re-engine the locomotives with English Electric units was debated at length, but a downturn in traffic levels ultimately resulted in their demise by the end of 1968 prior to any further major rebuilding work being carried out. Significant quantities of new archive and personal sighting information, supported by over 180 photographs and diagrams, have been brought together to allow dramatic new insights into this enigmatic class of locomotives.



P1805 The Vale of Rheidol Railway - The Story of a Narrow Gauge Survivor £30.00

Built to carry minerals from mines in the Rheidol valley, the 2ft gauge Vale of Rheidol Railway found its niche carrying tourists to the tourist attraction at Devil's Bridge, 12 miles inland from the Cardigan coast resort of Aberystwyth. Taken over by the Cambrian Railways and then the Great Western Railway, it became the last steam railway operated by British Rail. In 1989 it became the first part of the national network to be privatised. Now under the control of a charitable trust it is undergoing a revival that will see it become one of the leading tourist attractions in Mid-Wales.



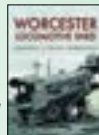
P4477 The Welshpool & Llanfair Light Railway - The Story of a Welsh Rural Byway £30.00

Unusually among Welsh narrow-gauge railways, the 2ft 6in gauge Welshpool & Llanfair Light Railway was built to benefit agriculture, not minerals. After several failed attempts to connect the market town at Welshpool with the rural community around Llanfair Caereinion, the 1896 Light Railways Act paved the way for the railway which opened in 1902. Operated by the Cambrian Railways and then by the Great Western Railway it became the only narrow-gauge steam railway catering for goods traffic under the auspices of British Railways. Sadly, it was closed in 1956 but enthusiasts ensured its revival, which started in 1963. Overcoming many obstacles, the railway is now run by a charitable trust and is a leading volunteer-operated tourist attraction in Montgomeryshire.



P5059 Worcester Locomotive Shed - Engines & Train Workings £25.00

Worcester Locomotive Shed is the third in a series of in-depth studies of Western Region motive power depots. This provincial city was a busy and fascinating rail centre with main line passenger and freight services passing through alongside local passenger and freight tripping duties that together provided an endless panorama of railway activity. The Great Western Railway had a major locomotive depot here and this book takes a detailed look at the shed, how it functioned, its locomotives and its operational duties during the latter days of steam. As well as official records valuable detail and reminiscences have been gathered from former footplate and shed staff ensuring that local custom and practice is well recorded in the story. The depot's sub-sheds at Evesham, Honeybourne, Kingham and Ledbury are also all covered in detail as well as Worcester Locomotive Works.



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This book contains a complete listing of all locomotives, coaching stock and multiple units that run on Britain's mainline railways with full owner, operation, livery and depot allocation information for every vehicle. Also includes the fleets of the UK's light rail systems and on-track machines used to maintain Britain's railways. Contains the following: Overview of Britain's Railway System; Classification and Numbering Schemes; Owner and Operator Information; Livery Details; 64 pages of colour illustrations; Named Vehicles; List of Depots and Workshops; Multiple Unit Formations, plus a wealth of useful technical data for every class of vehicle.



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PF177 Channel Tunnel: 25 Years of Experience £21.95

This book reveals how the Channel Tunnel operates on a day-to-day basis. It begins with an overview of the tunnel itself and associated infrastructure, including the vast yards and terminals constructed to serve tunnel traffic. Eurotunnel and its Shuttle services, including both passenger and freight Shuttles is explored. It includes details of the Shuttle locomotives and trains and describes how the terminals at either end operate. Eurostar is the next group of services to be examined. The book describes how initial services on the core London-Paris/Brussels route have expanded over the years. It also looks at the ambitious plans to introduce North of London Eurostars in the UK and examines why the service ultimately failed. Also discussed are the many difficulties encountered by freight operators, not least the various migrant crises that have dramatically reduced the volume of freight carried in recent years. The book concludes with a discussion of future prospects.

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Railways transformed Morecambe Bay, creating the industrial town of Barrow, the resorts of Grange-over-Sands and Morecambe, and culminating in the new deep-water port at Heysham in 1896. This book looks at these achievements as well as a long and fascinating pedigree, beginning with perilous foot crossings of the bay which for centuries formed the main route to Furness. Special attention is given to the now forgotten ports of Milnthorpe, Greenodd and Ulverston, the last with its ship canal, and their role in the area's principal trading route. A final chapter focuses on viaducts across the rivers Leven, Kent and Beela, the first two now the two most prominent features of the bay. There is a profuse selection of illustrations, many of which portray structures still surviving from a former heyday. Gordon Biddle has written fourteen books on railway civil engineering and architecture as well as inland waterways. He is a founder member of the RCHS, its first secretary, and now a vice-president.

**RCHS**

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As C Hamilton Ellis once said: "A good journey by steam is a realised work of art." In the heyday of steam, many millions of tons of coal were burnt annually by the railway companies, so any small improvement in the thermal efficiency of the locomotives could have a significant effect on the balance sheet. To this end, locomotive engineers tried a number of innovations over the years, most of which were abandoned on the grounds of additional costs of construction and maintenance. Probably not many people are aware that the biggest improvement could have been effected if the overall standards of firing had been brought nearer those of the best firemen. Footplate observations in steam days showed that some firemen used twice as much coal as the best firemen on the same duty. As a corollary to Hamilton Ellis's comment, top firemanship is an art in itself; The Craft of the Fireman helps to explain why.



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John Beckett started to take railway photographs in 1954. In his innocence he tried at first to use a pre-war camera with a nominal shutter speed of 1/100 of a second.



Four years later, after a change of camera, the first of his pictures to be published appeared in the 'Railway Magazine'. Since then he has supplied a steady drip, rather than a stream, of pictures to the railway press and to various authors. In 1968 he also contributed to the photographic collection published under the title of 'Images of Steam' by Fenman where he appeared as Quintus. This book contains a selection of photographs taken in the Southern Region of British Railways in the period 1956-1968. At that time he visited areas of particular interest from the Kent Coast in the East to Padstow in the West. It is not claimed to offer a complete coverage of all that happened then and there, only a collection of railway activities that caught his attention or that offered the chance of a good photograph, his reminiscences in fact.

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- SRSX9 SBB Electric Locomotives Past & Present £14.00
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This is a larger companion volume to the book published in 2018 about the electric locomotives of Switzerland's nationalised railway company, the SBB. This new book describes all the various electric locomotives used down the years to the present day by each of the other Swiss railway operators. These are often described as privately-owned and although some are, many are at least partly owned by local government. Indeed, the Federal government has a stake in one or two cases. 30 railway companies feature (several of whom are amalgamations of various smaller operators) plus 11 modern-day Open Access operators and 5 locomotive leasing companies. Like the SBB book, the new publication describes the evolution of Swiss electric locomotive design from the very earliest experimental schemes through to the most recent designs. Both standard and narrow gauge railways feature. Overall, there are just over 500 photos. Technical details are summarised in 32 tables and there are 2 maps to illustrate railway locations.



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- TTP04 First Generation Diesels in East Anglia £14.50
 TTP12 Isle of Wight Railway Art £14.50

Not art in the literal sense of paintings and drawings, but instead the art of the photographer. There have to be fair been many volumes of photographs on the Isle of Wight Railways, but it is rare to find one made up of not just a few but a whole book-load of quality images, most of which will almost certainly be new to the reader. Island resident Roger Simmonds has trawled through the best of the images held at the Transport Treasury archive to come up with a selection fully representing the Island lines at their peak, everyone one illustrated including those that closed in the 1950s. The photographs span the period from around 1947 through to the early 1960s and include some of the remarkable views of Paul Hocquard whose skill behind the shutter has been shut away for far too long. This is a book to truly savour, one that will satisfy from the very first page through to the last. Printed in the UK on quality art paper.



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**TTP11 The Southern Around London-
RC Riley Archive 1937-64 Volume 4 £14.50**

Railways books on the Southern Railway and its successor the Southern Region have for long tended to concentrate on the more glamorous aspects of the SR; the West Country and its iconic branches as well as the prestige Pullman and coastal services. To reach such far flung corners the passenger would first have had to travel through the London suburbs, a conglomeration of routes whose history is as entwined as the rails themselves. Researchers have in the past tended to shy away from describing this area and with good reason - it is all too easy to go off on the wrong line! Jeremy Clarke is a man who has studied the area for decades, an enthusiast living in the south London area he is rightly placed to describe a part of the Southern network previously ignored but now laid bare for all to see. Softback, 112 pages, 158 black & white photographs.


**TTP09 Traction Times-
An Early BR Traction Miscellany £14.50**

Modernisation of British Railways commenced in earnest in the post 1955 era. New diesel designs were rushed off the drawing board into service from various manufacturers and with varying results. Some types were destined to work as planned from the start, others after a degree of modification whilst others were, frankly nothing short of abject failures. In this new book traction enthusiast and former professional railwayman Andrew Royle takes a clinical look at these early diesel types, discussing their strengths and weaknesses and illustrated with images most of which will never have been seen before. Softback, 112 pages, 158 black & white photographs.


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Once given the green light to use Rover's newly acquired V8 engine, the Morgan Motor Company lost no time installing it under the bonnet of their traditional sports car. The Morgan Plus 8 became their biggest-selling model, spanning thirty-six years from its 1968 launch to discontinuation in 2004. After an eight-year respite it was reintroduced to the firm's model line-up from 2012 until 2018, underpinned by a new state of the art bonded aluminium chassis and powered by a potent BMW V8. 'Morgan Plus 8 - Fifty Years an Icon' gives a detailed account of the history, design and manufacturing process of the Morgan Plus 8. With over 300 colour photographs, this book covers both the traditional and Aero chassis cars, details the history of both the Rover V8 and the BMW



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V8 engines and includes full specifications for each model. Michael Palmer recalls the Plus 8's motor sport heritage, featuring personal first-hand accounts from key personalities.

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This volume describes Mercedes-Benz competition cars. As described in *Auto Review* 143 Mercedes-Benz road cars, the marque originated in two separate car makers, Benz and Daimler, who were both involved in competition events from early days. First we look at Benz, then we have the Daimler account, followed by Mercedes. The combined story begins in 1926, when the two firms merged as Daimler-Benz AG with the cars badged as Mercedes-Benz. There have been times when the marque was deeply involved in a number of different types of competition motoring at the same time, but in between there were often periods with little or no activity due to lack of funds. This means that sometimes there may be apparent 'gaps' in the story, with nothing much happening. At other times a number of simultaneous and overlapping accounts, perhaps sports-racing cars, touring cars and Formula 1, have to be treated separately. The overall holding company is now Daimler AG, and Mercedes-Benz continues to compete in Formula 1 and Formula E.



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Steam power led the transport revolution in England throughout the nineteenth century, but was crippled on the road network by punitive legislation. As the century turned, the laws were altered in such a way that allowed the development of the English Steam Lorry or Wagon into a viable transport proposition. For the best part of four decades, the steam lorry was a major player on the transport scene, being developed into a highly technical machine designed to beat competition from the petrol and diesel lorry as well as fighting the onslaught of further laws in the twentieth century. The most advanced machines were efficient and very fast. Made by a variety of builders, including the famous Sentinel company of Shrewsbury, who built waggons with a double 'g', and Foden, of Sandbach, steam lorries came in many shapes and sizes. This book looks at their birth, and the operation and engineering that set them aside from the traction engine and steam roller. It concludes by looking at how you can get involved.



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Here we have the stories of two British firms, Austin (from 1908 onwards) and the Nuffield organisation (as Morris-Commercial from 1924) who often competed against each other producing commercial vehicles, before combining as the British Motor Corporation in 1952. The two brands led parallel lives under BMC, before being absorbed into the British Leyland Motor Corporation in 1968. BLMC became British Leyland (BL) in 1970, and the subsidiary company in Bathgate, East Lothian producing the ex-BMC vehicles became Leyland Motors (Scotland) Ltd. The last vestiges of Morris or Austin heritage disappeared in 1984 when Leyland closed the Bathgate plant.

**MH159 ERF Album £5.95**

Here we have the story of a British manufacturer which was well-known for its no-nonsense dependable diesel lorries. There is much more to ERF, however; they also made fire appliances, municipal vehicles, and even buses. The descendants of Edwin Foden divided into two camps in the 1930s, some remaining at Foden, the others departing to set up ERF. Both factories were in the Cheshire town of Sandbach, where Foden underwent the painful transition from steam to diesel power (see Auto Review 140), while ERF produced assembled diesel lorries from the firm's inception in 1933. The company was named after Edwin's son, ER Foden, and created by ER's son Dennis, with assistance from other family members and ex-Foden staff. ERF soon built up a following among transport operators, who remained loyal through the vicissitudes of later years, including takeovers by Western Star and MAN, who eventually axed the ERF brand in 2007, not long before its 75th birthday.

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Edited as always by Cyril McIntyre, this edition for August and September 2020 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. Phil Drake describes a major donation to the Bus Archive in his article about the Grisenthwaite Collection and Geoff Gould reports on the inauguration of a new link between Wales and England in his piece on Trawsfnafren. 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
- STT72 Scottish Transport Magazine 72 2020** £7.50

In this year's edition of the Scottish Transport Magazine, for 2020, editor Frank Mitchell compiles an interesting range of articles. Stuart Montgomery captures the spirit of the capital during the quietness of lockdown and Keith Jones researches the Royal Deeside Battery Railcar. Also included are Glasgow 'Lightweights' where David Bowler describes these four-wheel trams built as experimental lightweight cars and Graham Ewing reminiscences in his piece called 'Young Innocence'.

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TRACTOR BOOKS**OLD POND PUBLISHING**

- OS5843 Seventy Years of Farm Tractors 1930-2000** £19.99

Brian Bell's encyclopaedic book traces the evolution of the farm tractor from the days of starting handle and pan seat to current 4-wheel drive machines with air-conditioned cabs and computer management systems. Although he deals in particular with developments of the classic period from the 1950s to the 1990s, he also discusses developments of the early twenty-first century. The book is arranged alphabetically by manufacturer from Allis Chalmers to Zetor, one hundred marques in total. These are all machines to be found on British farms irrespective of their country of manufacture. Brian runs concisely through the histories of the companies and their major models, illustrated with a wealth of photographs and extracts from sales literature. Also included are special features on items such as hydraulic systems and cold-starting aids, as well as a glossary and full index.



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From the beginning of the 19th century, Britain was at the forefront of powered flight. Across the country many places became centres of innovation and experimentation, as increasing numbers took to the skies. It was in 1799, at Brompton Hall, that Sir George Cayley put forward ideas which formed the basis of powered flight. Cayley is widely regarded as the father of aviation. There were balloon flights at Hendon from 1862 and Louis Bleriot established a flying school there in 1910. It was gliders that Percy Pilcher flew gliders at the grounds of Stamford Hall during the 1890s. At Brooklands attempts were made to build and fly a powered aircraft in 1906 and on 8 June 1908, AV Roe made what is considered to be the first powered flight in Britain in a machine of his own design and construction, enabling Brooklands to claim to be the birthplace of British aviation. These are just a few of the many places investigated by Bruce Hales-Dutton in this intriguing look at the early days of British aviation.

**P6944 Safety is No Accident:****From V Bombers to Concorde****£25.00**

Flying is generally regarded as the safest means of transportation. Yet for that to be the case an enormous amount of testing is undertaken. Central to this, of course, are the test pilots, who fly the aircraft, but it is the men behind the scenes who deal with the technical aspects of the aircraft, the flight test observers and engineers. This book is an account of the author's flight-testing career, from the 1960s to early 1980s, at Avro and the Civil Aviation Authority (CAA). During the author's time at Avro, he flew on the development and certification test flights of the Avro 748, 748MF, Shackletons, Nimrod and Handley-Page Victor tanker. Advancements in the understanding of aerodynamics and an increasingly professional approach to risk management improved safety, but it would never be risk-free. Several of the author's close friends and colleagues died in flight test accidents; all on civil aircraft types. It is because of such people millions of flights undertaken each year are trouble-free.

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The Rolls Royce Merlin is the most recognisable aero engine in the world. It powered the Battle of Britain aircraft, the Spitfire and Hurricane, as they defended the shores of Britain against the Luftwaffe, foiling Hitler's plans to invade in summer 1940. It is the engine that powered the Lancaster and Halifax of Bomber Command as they went on their nightly missions of destruction to the German heartland. The Merlin was the power plant of the Mustang escort fighter that protected the US Air Force B-17 Flying Fortress and B-29 Super Fortress bombers on their daylight raids to the enemy. The 'wooden wonder' the Mosquito was also powered by the Merlin, its pinpoint bombing accuracy and reconnaissance work proved vital to the war effort. The Merlin has rightfully been described as the most significant aircraft piston engine in history. Retired military pilot Gordon Wilson tells the story of the development of the engine and its operational use during the war. This is the softback version of the 2018 publication.

**A0406 Voices of Courage- The Dam Busters £10.99****GREY****CR937 Civil Aircraft Markings 2020****£11.95**

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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CR933 American Secret Projects 3**£27.50**

This brings the story of the US airlifter from the early 1960s to today's transport giants and tomorrow's stealth assault aircraft; revealing numerous designs which never saw the light of day, examining the thinking behind them and giving insights into why they did, or did not, succeed. This untold story of aviation history also has a major bearing on the development of civil aviation. The book, and its companion volume, *American Secret Projects 2*, covers airlifter designs from WWII to the start of the 1960s, and has been made possible by the authors being given unprecedented access to major aerospace company archives, uncovering scores of design proposals which have never previously been revealed. As well as describing how airlifters were progressively developed to meet ever-more demanding military transport requirements, the book looks at their other roles, from nuclear test-beds to Space-Shuttle carriers. Describing over 100 unknown, or little known, designs.

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Now remarkably in its 27th edition, ever since it was first published in the 1960s every edition of *Wrecks & Relics* has been eagerly sought after by aviation enthusiasts, restorers and curators alike. It is renowned as the go-to source charting the highlights, changes and trends in the preservation of the aviation heritage of the British Isles. With in-depth coverage of more than 700 locations across the UK and Ireland, it charts over 5,000 aircraft including their potted histories, build and arrival dates. *Wrecks & Relics* is the only publication required to discover the incredible aeronautical treasures found across the United Kingdom and Ireland. It provides a trusted, comprehensive rundown of museums and their exhibits - static or flying - workshops, military 'gate guardians', stored and instructional airframes. It also reveals redundant airframes being used for the most unlikely of purposes, including for 'glamping' and at paint-ball sites.

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Hobbs of Henley is not only one of the best-known businesses in Henley-on-Thames - it also boasts one of the most exclusive and recognisable fleets of boats playing the river today. Simon Wenham's illustrated history, written to mark the firm's 150th anniversary, shows how this now prominent business grew from a riverside pub in the late Victorian period to become one of the largest operators on the waterway with bases in a number of locations. It sheds light on 150 years of social change and demonstrates how the fortunes of the business were closely tied to the town's famous regatta, as well as the ever-fluctuating demand for leisure. It also traces the considerable contribution that the Hobbs family made, not only in helping thousands of people each year to enjoy the beauty of the Thames, but in shaping the development of Henley in the modern era.

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Previously, the voyage of the Mayflower has been seen as part of American history and part of America's struggle for democracy. Uniquely, this book looks at the story from the British point of view, and from the viewpoint of British democracy.



The tale usually told is of a romantic departure from Plymouth, Devon, and a romantic arrival in Plymouth, Massachusetts. In fact, the voyage arose out of grim negotiations in London. It was financed and organised by Merchant Adventurers in the City of London and its religious element was supplied by an underground church in Southwark, London. It sailed to America probably from Blackwall, in what is now London, and the ship's crew lived in Rotherhithe. The voyage was a catalogue of mistakes, mishaps and misadventures. The ship did not intend to go to Plymouth, Devon, but was forced to call in there for repairs. In America they did not know where to land. Yet the Pilgrims took on board a precious cargo, a democratic spirit and tolerance they learnt in transit.

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for the first time, the story of the development of short-sea routes from Norway to the European continent and to the UK since the early steam age is recounted in text and beautiful illustrations, many of which have never previously been published. Color Line's present fleet includes five of the most technically advanced and aesthetically impressive ferries in the world and the design and development of these vessels is given special attention. Thanks to these ships, going to and from Norway by sea has never been more comfortable or enjoyable than in recent years.

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This book traces the history of the early days of the Great Eastern Railway's steam-powered paddle-steamers through to the turbine vessels of the London & North Eastern Railway and British Rail. The Dutch joined the Harwich-Hook of Holland route following the post-war move of the Zeeland Steamship Company from their previous base at Flushing (Vlissingen). The book includes the creation of the joint service and the car ferry era and the takeover of the operation by Europe's biggest ferry operator, Stena Line, in 1989. The publication contains over 150 photographs of the various ships that have served the route during the last 128 years of linking the British and Dutch nations. In 2010 the world's largest car ferry entered service on the Harwich-Hook of Holland service. The publication includes a detailed account of the construction of the 'Hollandica' and her sister. Updated from the 2010 edition with new copy and photos, including new fleet list.



F6842 Stena Line Irish Sea- Innovations & Flexibility the key to Success £21.50

This book takes a close look at Stena Line's Irish Sea shipping operations it inherited and to celebrate their achievements some 30 years on. Now the dominant operator on the Irish Sea, the company has long been at the heart of innovation and efficiency. The book traces the challenges it faced and includes detailed accounts of the initially thrilling HSS and the introduction today of the ground-breaking E-Flexer series of ro-pax vessels.



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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 complemented by maps to assist the reader on now defunct routes from the UK.


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HA575 Haynes Icons RMS Titanic £12.99

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LIGHTMOOR PRESS

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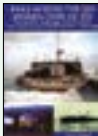
This is the story of coal merchant and carrier James Smart of Chalford and his associates in the 1880s and 1890s. Regularly using the Stroudwater and Thames & Severn canals, Smart's narrowboats also traded up the River Severn to the Midlands and over the Cotswolds to the Thames Valley and Wiltshire, whilst his barges traded down the Severn and around the upper Bristol Channel. The story is based on over one thousand surviving letters, postcards and telegrams written to James Smart by his employees, his suppliers and his customers, and these have been linked up with related voyages recorded in the tonnage books of the relevant canals. The story gives a wonderful insight into the lives of Victorian barge and boatmen, and shows how James Smart coped with managing his far-flung business in the days before the telephone.



MAINLINE & MARITIME

MM059	Rails Across the Sea- Sporen Over De Zee	£14.95
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This informative, bilingual book covers the history of the train ferry service between Harwich and Zeebrugge, its precursors and its legacy. The author was intimately involved with the service as British Rail's Rolling Stock Inspector in Zeebrugge, and in researching this book, he has also drawn on the archives of friends and colleagues as well as official sources to produce an authoritative and well-illustrated account.



PEN & SWORD

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SEAFORTH PUBLISHING

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In 1945 the most powerful fleet in the Royal Navy's history was centred on 9 aircraft carriers. This book charts the post-war fortunes of this strike force; its decline in the face of diminishing resources, its final fall at the hands of politicians, and its recent resurrection in the form of the Queen Elizabeth class carriers, the largest ships ever built for the Royal Navy. After 1945 'experts' prophesied that nuclear weapons would make conventional forces obsolete but British carrier-borne aircraft were almost continuously employed in numerous conflicts as far apart as Korea, Egypt, the Persian Gulf, East Africa and the Far East, often giving successive British Governments options when no others were available. In the process the Royal Navy invented many of the techniques and devices crucial to modern carrier operations angled decks, steam catapults and deck-landing aids while also pioneering novel forms of warfare like helicopter-borne assault, and tactics for countering insurgency and terrorism.



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