

# MDS Books

For collectors and enthusiasts

## Spring 2021 Book News



Dear Reader,

Welcome to our Spring 2021 Book News. It has been a challenging 12 months for all of us, but hopefully things are starting to move in the right direction now. As one of the many people who've been fortunate enough to have had Covid-19 and survived I'm grateful to the NHS for everything they're doing. The team here at MDS Book Sales are doing everything to make sure we can supply you safely and we won't be rushing to change anything just yet.

This latest catalogue contains, as usual, details of recent and forthcoming transport books from a wide variety of publishers, large and small, and we're sure you'll find plenty of interest here. Those titles not yet published (yellow pages) quote an expected month of publication, but with the challenges many authors have faced getting access to museum and library archives, publication dates for some of these titles could well be delayed. Indeed, several of our own authors are in that position and we've held back from announcing dates until the situation is clearer.

Our mail order and website service are operating as normal, though some deliveries both in and out have been taking longer because of the increased workloads on the carrier services and challenges faced by some of the smaller publishers getting access to stock.

If you'd like to be kept up-to-date with all the latest news on new titles, date changes and bargains and clearance offers make sure you visit our website ([www.mdsbooks.co.uk](http://www.mdsbooks.co.uk)) and subscribe to our email list. We don't pass your details to anyone else and only email you about books we hope you'll be interested in.

Also on the website is the selection of free titles to download that we provided during the last couple of lockdowns, and there will be further additions shortly.

We've taken the opportunity to make some changes within the building here recently and have some more building works to come shortly. Once that has been completed, we'll hopefully be able to make plans to re-open the shop here as long as it's then safe to do so.

As the position on rallies and museums opening is still evolving we can't confirm which events our sales team may be attending yet but we are looking forward to getting out once it's safe to do so, both for us and you.

As ever, Good Reading, stay safe and we look forward to catching up in person eventually!

Mark, Kerry, Lou, Gareth & the Team

## FORTHCOMING

### COLOURSCENE SNAPSHOT 5- LONDON COUNTRY BUS SERVICES 1977

For the fifth volume in this series the author turns his attention to the vehicles in the fleet of London Country Bus Services in 1977. This year was chosen because it was in many ways a transition year. Vehicles inherited from London Transport (RTs, RFs, Routemasters and AEC Swifts) were rapidly diminishing. New vehicles were arriving to facilitate economies necessary by introducing more one person operation (Leyland Nationals and a few Bristol LHs). Two surprise purchases were that of 15 new Bristol VRTs and 10 second-hand AEC Reliances from Barton Transport. The highlight of the year was the revamping of the Green Line network with the first deliveries of new leased AEC Reliance coaches bodied by Plaxton and Duple. Vehicle hires were still necessary and these are illustrated. Since this book is about vehicles many of the 272 colour photographs are taken in garages showing the new vehicles or those nearing the end of their service with LCBS. This book follows the usual style with hardback colour covers.



VP493 AVAILABLE NOW £24.95

Cover image: Outside the front of Crawley garage, we see RCLs 2226 and 2256 in contrasting green colours next to SMW3. SMW3 spent its entire working life at Crawley apart from a brief loan to Godstone garage. Both RCLs returned to LT and were used on route 149. 2226 is now in the Ensignbus heritage fleet and 2256 was exported to Spain. 30 October 1977 (*Eadon-Clarke*)

This picture is taken from our forthcoming book 'ColourScene Snapshot 5- London Country Bus Services 1977', due May 2021. See above for more information.

## Available Now

### VENTURE PUBLICATIONS

#### VP473 ColourScene Snapshot 4 East Anglia Buses 1975-1984

£24.95

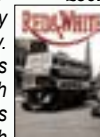
The accepted definition of East Anglia is that it covers Suffolk, Norfolk and Cambridgeshire, however the Author has included the northern part of Essex principally the areas around Chelmsford, Braintree and Colchester where he spent summer holidays between 1975 and 1984. He depicts a wide range of buses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



#### VP480 Red & White Vol 1 - The Company, its Services and Vehicles to 1953

£50.00

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.



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

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



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

Ribble Motor Services was formed in 1919 with its headquarters based in Preston. During the 1920s and 1930s the company rapidly expanded with the takeover of many smaller operators. The Ribble family grew to be one of the largest bus operators in the country and at its peak its operating area stretched all the way from Carlisle in the north to Merseyside. In this book Mike Rhodes outlines the services and vehicles operated by Ribble, and its subsidiaries, following the formation of the National Bus Company on 1st January 1969 through to its

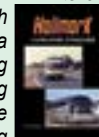


eventual takeover by Stagecoach on 21st April 1989. Profusely illustrated the book looks at each of Ribble's geographical operating areas in turn and records how established route patterns were radically changed with the advent of minibuses in the post-deregulation era. Ribble was slimmed down to nearly half its original size by 1986, making it easy pickings for one of the expanding operators to buy out, consigning Ribble to the history books.

#### VP484 Hallmark Coaches

£20.00

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



#### VP421 The Regenerative Braking Story

£30.00

Developed as a means of saving electricity, and thereby reducing operating costs, regeneration was banned after an accident between two tramcars in Rawtenstall in 1911. Trolleybuses developed the concept, not being included in the ban. Although it took the modern technology of the 1990s to perfect it, the story of the years between is quite fascinating. An unusual book representing a lifetime's work for the author and telling a hitherto little-known story - most attractively designed to create a readable and very collectable, limited edition volume. Well illustrated with photographs, charts and diagrams and as up-to-date as November 2006. Hardback, 208 pages, 140 photos and illustrations.



#### VP489 Twilight Years of Manchester Corporation Transport

£18.00

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.



All these books available now. To order visit our website [mdsbooks.co.uk](http://mdsbooks.co.uk)



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

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

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

This book provides a comprehensive history of this fascinating operator based in rural South Oxfordshire. The book covers the bus operations of Kemps between 1929 and 1955 when they became Chiltern Queens Bus Services. The company ran as Chiltern Queens until 2002 when the company came in to financial difficulties. It was at this point that Keith Horseman from Horseman Coaches Ltd got involved and took control of their affairs. The initial intention was to keep the Chiltern Queens name for a further two years but this was not meant to be. Written by Laurie James and John Whitehead, this large format hardback book has 176 pages with over 250 colour and black and white illustrations plus comprehensive fleet details, route maps, garage and staff details and much more.

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

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

**VP474 Stevensons of Utttoxeter****£34.00 £20.00**

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

**VP458 Northern Coachbuilders****£30.00 £15.00**

This 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 book. There are short biographies of the principal players which enhance the work.

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

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

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

Lothian Buses are one of only a handful of UK bus operators which are still controlled by the Local Authority and are the principal provider of bus services in the historic city of Edinburgh and several of the immediate surrounding towns. Having reverted to the more traditional madder and white livery in 2010 this modern bus fleet presents a fine sight to the visitor and enthusiast alike. Mike Rhodes looks at the present day bus fleet through a series of photographs which depict all of the routes operated by each of the three garages. Extensive captions accompany each picture and many include additional information about the districts and buildings portrayed. The book also includes a brief history of the growth of local transport in Edinburgh, starting with the Edinburgh Street Tramway Co. in 1871, through to the present day. The book concludes with chapters which illustrate the Night Services, Bus Tours and the Tramway.

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

This book traces the development of the company from its origins in Campbeltown at the south end of the Kintyre peninsula, to its present day operations which cover an area north to Fort William and east to Glasgow. The book also includes the Citylink services, Glasgow Citybus and City Sightseeing Glasgow businesses. There is also a brief, illustrated description of previous services in what is now West Coast Motors territory. The story is complemented by over 200 photographs, most of which are in colour. 96 pages, A4 portrait with colour illustrations and behind the scenes information.

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

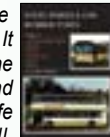
Cumberland Motor Services was founded as Whitehaven Motor Services Company in 1912 and this publication has been prepared to celebrate its centenary. It does not attempt to be a history of the company as the known history, up to 1996, has been covered in the author's previous books, *British Bus Systems 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.

**VP454 Turning Points in a Transport Career****£9.95**

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

**Super Prestige****VP468 ...36 Scottish Rebuilt Buses****£17.00 £5.00**

The end of WWII signalled a difficult period for bus operators. Many had struggled trying to maintain vehicles that were time expired. Parts were in short supply, maintenance had suffered and customary fleet replacement had all but ceased. Some utility bodies were already deteriorating, and older vehicles in some cases could have their lives extended by fitting new bodies to durable chassis or transferring bodies from other vehicles. Original bodies were rebuilt or modified by converting for OMO, or modernising to coach standard. There was an urgent requirement for new buses. Sometimes there was a mismatch between the production of a chassis and the availability of its body, and a suitable pre-war body was reconditioned and fitted as a temporary measure. The next 20 years saw imaginative conversions carried out as Scottish operators rebuilt and re-bodied buses in order to modernise their fleets.

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

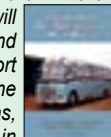
Geoff Smith has prepared this volume in Venture's Super Prestige format covering Austins - Happy Days of Woodseaves, Stafford. Another successful independent, they operated stage carriage services in the rural areas of the Staffordshire/Shropshire borders. The Happy Days coaching arm continued for many years after the end of stage carriage work. This book covers both sides of the business and is comprehensively illustrated in colour and black and white and includes full fleet details, and details of vehicle and operator acquisitions and disposals.

**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.

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

In this book, the author, Les Dickinson will attempt to describe the introduction and development of the passenger transport providers of the northern foothills of the Preseli hills. He will focus on two areas, Crymych and Maenclochog exploring in detail the independent operators which worked throughout these villages. In the chapters on Crymych the author details the histories of three larger independents and one smaller entity. The three larger are: David John Jones, Edwards Brothers and Midway Motors (formerly Rees & Phillips). The smaller, and short-lived operator featured is Frenni Coaches (Beardwell & Collins). The pages describing the bus





scene in Maenclochog cover three early pioneers in the region: Arthur Williams of Maenclochog, Ivor Williams of Trelech and Morgan Brothers of Llanfymach and their companies' progression.

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

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



**VP485 ...42 Aberdare £16.00**

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



**VP492 ...43 Merthyr Tydfil £20.00**

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



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

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



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

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



**Prestige Series**

**VP471 ...41 Pontypridd**

**£10.00 £5.00**

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



**VP482 Here Comes The Eden**

**£10.00 £5.00**

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



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

**£6.00 £3.00**

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



**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.



**BUS & TROLLEYBUSES**

**AMBERLEY PUBLISHING**

**A7568 Bedford Buses & Coaches**

**£15.99**

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.



**A0036 British Bus Garages - A Portrait**

**£15.99**

Bus garages, or depots if that is your preferred nomenclature, come in all shapes and sizes and basically had their origins in the tram depots which were established by the various tramway companies of the pre-electrification era. Tram 'depots', as a place to house railed vehicles was commonly referred to, were originally built for horse-drawn and steam-hauled tramcars and, in the case of the former, often had stables attached. Hardly any two bus garages were the same as they varied in both size and type of construction. Some, such as London Transport's Stockwell garage (which is still in use) and Salford Corporation's Frederick Road tram/bus depot, could be considered to be architectural gems. The capacity of a garage could vary enormously; examples of this were Ribble Motor's outstation at Bowness-on-Solway with space to garage just one bus and Oldham Corporation's Wallshaw Street garage which when built to hold 300 buses. This book takes a look at the various garages around Britain.



**A0474 Bus Company Service Vehicles**

**£15.99 Jul**

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.

**A0097 Bus Company Training Vehicles £15.99**

The larger bus operators, whether municipal or company owned, have traditionally trained their own new drivers. Normally older vehicles from the fleet were retained and adapted for training, adorned with L plates. In earlier days they would usually just retain fleet livery. Sometimes they might receive a separate livery, to warn other road users. When the National Bus Company introduced corporate liveries of red or green for its fleets, many of their constituent companies used yellow for their training and service vehicles. Then, as recruitment became more difficult from the 1980s, colourful liveries with invitational recruitment slogans tended to appear and this has continued since. Rather surprisingly, companies often bought in buses for training from other companies rather than converting their own, and these might be types not otherwise represented in their fleet. This book looks at a variety of training vehicles from around the country over the last 50 years.



**A0159 Buses & Coaches in Wales 1980-2001 £15.99**

The final two decades of the 20th century saw great changes in the bus and coach industry in Great Britain. In the early 1980s the National Bus Company reorganisation saw the Welsh operations of Crosville become Crosville Wales; South Wales Transport be acquired by Badgerline; and National Welsh being split to create new Rhondda Buses and Red & White companies. The remaining part of National Welsh was the subject of a management buyout that failed spectacularly in 1992. In 1986 the remaining council-owned fleets were forced into being run as 'arms-length' companies. In 2001 only Cardiff Buses, Islwyn Borough Transport (controlled by Caerphilly Borough Council) and Newport Transport remained. Some independent operators expanded and were either acquired by other operators or over-reached themselves and failed. Thus, the picture in 2001 was considerably different to that in 1980. This volume is an attempt to document some of the changes that occurred during those decades.



**A9569 Buses of Shropshire & Mid Wales £15.99**

Two large bus companies once ruled this rural part of the UK. Midland Red had the territory around Shrewsbury and Eastern Shropshire, while Crosville operated from Oswestry to Aberystwyth and all the places in between. Prior to privatisation both companies were split, with Midland Red North and Crosville Wales taking over. These eventually became part of British Bus and were later incorporated into Deutsche Bahn-owned Arriva. Despite the domination of the big boys, there has always been room for the independent sector and even today a good number of small firms running bus services can be found. Minsterley Motors, Owen's Coaches, Lloyd's of Machynlleth and Tanat Valley are just a few of the





present-day operators. Names from the past include Vagg's Coaches, Mid Wales Motorways and Williamsons, plus a host of others. John Law has been photographing the buses of the area since the 1970s and has built up a vast collection. He takes us to Llanrhaedr-yn-Mochnant, Bishops Castle, Knockin Heath and Stiperstones.

**A0454 Buses on the Western Isles £15.99**

The Isles of Lewis and Harris are unique in that they are made up of a number of small private bus and coach operations tendered for by the local council. During 2019, Western Isles Council devised a number of options to cut costs. There were public concerns that timetables could be restricted just to commuter buses between rural villages and Stornoway, which could result in no transport for town workers on early shifts or reductions to shopping, health care, social and leisure services, or see evening services abolished. Richard Walter looks back at the years leading up to these big changes and what has happened as a result. Through a series of fascinating photographs, he shows how bus services and coach provision on the Western Isles have had to adapt to survive - from the arrival of the Cruise Liners to the modern technology expected of local operators.



**A9952 Municipal Transport in Lancashire Since 1974 £15.99**

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.



**A8169 Southampton City Transport Buses £15.99**

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.

**A7608 Volvo Buses & Coaches £15.99**

It seems impossible to think that a company who imported their first passenger vehicle into Britain in 1972 would, less than twenty years later, take over what was once Britain's largest passenger and commercial vehicle manufacturer. It is a testament to the quality of Volvo's products that they are one of the most popular chassis on the road today. Covering Volvo from their entry into the UK market, this book gives an overview of all the models to enter the UK market. With a brief description of each chassis type and 180 photographs, all in colour and with informative captions, it showcases Volvo's products in their operating heyday.



**BRITISH BUS PUBLISHING**

**BB341 2021 Go Ahead Bus Handbook £19.75**

Published in March 2021, this edition updates the fleets of the Go-Ahead Group. The highlight of this publication is the large number of additional buses purchased during the epidemic and the significant reallocations of buses with Go-South Coast. As usual, many high quality pictures included. Contents include: Go North East; East Yorkshire; Go North West; Oxford Bus Company; Konectbus; Hedingham; Go-Ahead London; Metrobus; Brighton & Hove; Plymouth Citybus; Go South Coast, Ireland and Singapore.



**FONTHILL MEDIA**

**F5822 Passengers: Life in Britain During the Stagecoach Era £24.00 Jun**

This book is a social history of the country between 1790 and 1840. This absorbing and thoroughly researched book has an initial focus on transport and hospitality, but it is also a wider portrait of this important but neglected period of British history. James Hobson covers all aspects of the period: work, law, technology, finance, politics, poverty and crime are the most prominent. The inn and the stagecoach were some of the few places that the different classes met and co-existed in a country that was stratified and deferential. The poor served the transport and hospitality system, the middle classes used it and the ruling classes profited from it. The life of women is an important part of this book; they worked at levels in the travel and hospitality industries. This is everybody's story, an exposition of real places and real people in a society that was 'on the move' in all senses of the phrase.



**IAN READ**

**PAC01 Premier-Albanian Coaches of South West Hertfordshire 1923-2003- A Photographic Retrospective £29.95**

Premier-Albanian was the leading independent coach operator in South West Hertfordshire from the 1930s to the 1990s. It was started in 1923 as a local bus service; survived near bankruptcy in the 1930s; worked for Government and military agencies throughout the Second World War; and emerged to become a leader in seasonal express services, tours, contracts and private hire based on Watford and St Albans (hence Albanian). Always family owned, the business was renowned for its smart modern fleet and was extensively patronised by local citizens. From 1973 (to celebrate the company's first 50 years), commercially-licensed heritage coaches were added to meet demand for something different. This book is lavishly illustrated with over 160 images. The majority have been taken from family archives and have never before appeared in print. Extended captions tell the 80-year story from Ernest Hewitt's first bus in 1923 to closure in 2003.



**LILY PUBLICATIONS**

**L7776 Scottish Buses- A Global Success Story £22.50**

Scotland's bus industry is currently a great global success, there being three leading Scottish companies- the bus operators Stagecoach and FirstGroup and the coachbuilder Alexander Dennis- that have achieved international recognition with operations and sales spanning from North America through Europe to South East Asia and Australasia. For the first time, the story of the development of the industry from its nineteenth century origins to the present day is here recounted through text and over 170 illustrations.



**MALVERN HOUSE PUBLICATIONS**

**MH168 Bristol Buses, Coaches & Lorries Album £5.95**

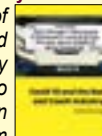
Bristol buses were sturdy, dependable, workmanlike pieces of engineering. Similarly, the bodywork by Eastern Coach Works (ECW), seen on so many Bristol chassis, was well-proportioned and well-constructed, without any frills or furbelows. Tens of thousands of Bristol buses and coaches saw service on British roads down the years without fuss or fanfare. Enthusiasts for other bus builders regarded the privileged position of Bristol and ECW as the in-house providers for the Tilling companies (and thus the nationalised undertakings) as an unfair advantage. Yes, Bristol-ECW had a guaranteed market, but there were more managers of municipal or independent bus companies who looked with envy at the Bristols in their local Tilling fleet than vice versa. The history of the company is detailed in this publication and it also covers the stories of Eastern Coach Works (ECW) and Brislington Body Works (BBW), Bristol's own coachbuilding department.



**NORTH RIDING CLASSIC BUS**

**NRC80 Covid 19 & the Bus & Coach Industry £19.99**

This book is intended as an overview of how the Covid19 pandemic has impacted on the bus and coach industry. Written by a school bus driving economist who also coincidentally regularly worked in Wuhan in 2018/2019 it looks at the crisis from various different viewpoints. The text is supported by over 100 original photographs to help highlight changes in the last year.



**NRC82 Sheffield ABC £14.99 Jun**

Sheffield ABC is a delightful collection of photographs highlighting the variety of vehicles operated by this unique fleet with a complex ownership structure involving both the city and railway authorities.



**PAUL TURNER**

**PTL01 Blue Buses of Lytham £45.00**

Blue Buses of Lytham is the story of the motor buses which served the Fylde coast town from 1923, through the transfer to Fylde Borough Council in 1974, until the system was gradually absorbed into Blackpool Transport during the late 1990s. 248 pages, hardback, it is illustrated with 350 photographs, 250 of them in colour.



**PEN & SWORD**

**P7605 Buses & Coaches in and around Walton-on-Thames & Weybridge, 1891-1986 £30.00 Jun**

Although the Surrey towns of Walton-on-Thames and Weybridge were for many years served by the London bus network, there were also a number of small-scale locally based operators running bus services, before selling out to London Transport in the 1930s. Such companies ran coaches for private hire, contracts and pleasure outings, commencing just after the First World War. This book seeks to newly record the history of these proprietors and put the activities of the London General Omnibus Company and later London Transport into local context. The story starts in the 1890s with horse drawn buses linking with the local railway stations and carries the reader through the dawn of the motor era, the rise of the charabanc, entrepreneurial opportunities in the 1920s and consolidation in the 1930s, World War Two and the gradual decline of bus services from the 1960s. It culminates in a return to a de-regulated operating environment in 1986.



**P8691 London Dennis Trident £35.00**

Propelled towards the end of the 1990s by accessibility imperative requiring low floor buses both in London and the rest of Britain, Dennis developed a tri-axle Trident double-decker for Hong Kong and then adapted the design as a two-axle version for Britain. Orders came thick and fast between 1999, when the first Tridents for London entered service with Stagecoach and 2006, when the Enviro 400, a





combination of its unified body builders, replaced it. In those years over 2000 of the type appeared in London, ordered by Stagecoach, First London, United, Metroline, Metrobus, London General, Blue Triangle, Connex, Armchair, and Hackney Community Transport. The body work was by Alexander ALX400, Plaxton, (Precedent) and East Lancs, to two available lengths, while badging itself progressed although Trans Bus, until this troubled organisation was suspended in 2004 by today's Alexander Dennis. The Trident in all its forms lasted two decades in London, the last examples being withdrawn from service in 2020.

#### RICHARD WALTER

##### RW436 Seeking the Perfect Location- Trials and Tribulations of a Bus Photographer £25.00

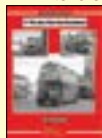
Richard Walter has selected some of his favourite bus photographs, from both the UK and abroad, taken in a variety of locations. Also included are some stories, observations and experiences he has encountered in those locations together with some tips for capturing those perfect shots. Packed with mostly previously unpublished photographs, this book is a great introduction for those wishing to visit some wonderful places.



#### VISIONS INTERNATIONAL

##### VISA7 LT Area 7: East End & Docklands £20.95

This seventh selection of Jim Blake's photographs of London buses in various parts of London from the 1960s onwards looks at the East End and Docklands. It graphically illustrates how not only the buses themselves have changed in the past half century or so, but also the area itself. Gone are the bustling docks and most of the East End slums, replaced by the regenerated areas such as the Isle of Dogs, for example. Most of the pictures have never been published before, many showing unusual scenes. 132 pages, A4 softback.



##### VISA8 The LT Area 8: Outer East London £20.95

This eighth in Jim Blake's series of books featuring his London bus photographs in various parts of the former London Transport Central area once again includes a huge variety of scenes stretching back to the mid-1960s. It is packed full of nostalgic images, not just illustrating the buses themselves, but also the surrounding scenery, other road traffic and people's fashions of the times in which they were taken. The pictures are backed up by detailed captions giving background information on the buses and the routes they are working in a very different London than we find today.



## TRAMS & LIGHT RAIL

#### AMBERLEY PUBLISHING

##### A0157 Tyne & Wear Metro £15.99

August 2020 marked the fortieth anniversary of the opening of the first section of the Tyne & Wear Metro between Haymarket and Tynemouth. It is an exciting time for the system, with a new fleet of trains about to be ordered, and extensions to the network being proposed. This book explores the decline of the BR suburban lines that were replaced, the phased opening of the new system from 1980, and subsequent extensions. It also looks at those being considered in the future. The successful integration of the Metro with bus and ferry services is considered, alongside the inclusivity of the railway's design, which allows disabled people unprecedented access to public transport. It also illustrates Metro's unique combination of brand-new tunnels, spectacular viaducts and underground stations, taking in the magnificent Victorian infrastructure of the former North Eastern Railway and Blyth & Tyne Railway.

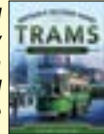


#### PEN & SWORD

##### P3897 Britain's Secondhand Trams-

##### An Historic Overview £25.00

In this book the author provides a pictorial history, with detailed captions, to the many electric trams that were to operate with more than one tramway during the period up to the closure of the closure of the Glasgow system in 1962.



#### SILVER LINK

##### S4584 Tram and Trolleybus

##### Recollections 123 1958 £8.00 Aug

Trams operating in Sheffield, Leeds and Glasgow during 1958 are covered in this new fully illustrated volume as well as the London Trolleybus network. The latter had a fleet of more than 1800 vehicles at its peak, plying more than 60 different routes - but it all came to an end when the system finally closed in 1962. Enthusiasts and former passengers alike will enjoy this nostalgic look back to a bygone era of public transport.



## RAILWAYS

#### AMBERLEY PUBLISHING

##### A9710 CSX Transportation £15.99 Jun

CSX Transportation came to being in 1980 with the merger of Seaboard Coast Lines and the Chessie System, producing a system of over 21,000 route miles in twenty-four states, with incursions into two Canadian provinces. The system runs from Beauharnois, Quebec in the north to Miami, Florida in the south and covers much of the industrial north-east of the States, as well as the more rural areas that lead



to the south-east of the country. Most of the locomotive fleet are now painted in a dark blue and yellow paint scheme, with earlier grey and blue schemes now almost extinct. Included in the book are images mainly from the southern division of the company's operations. These feature all manner of freight operations, along with areas with trackage rights, short line railroads fed by the CSX system and Amtrak, and commuter rail operations that use CSX tracks and assets.

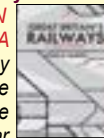
##### A0050 Freight Trains of the Western Region in the 1980s £15.99

From coal trains in South Wales to clay trains in Cornwall, there were still large numbers of unfitted and vacuum-braked wagons of various types in use across the Western Region at the start of the 1980s. However changes were taking place, and by 1984 the traditional wagon-load freight network had disappeared, and with it many yards were closed or rationalised. The replacement Speedlink Network conveyed modern air-braked wagons, many of them privately owned. Company block trains also connected freight customers across the Region, hauled by a variety of loco classes. Between 1980 and 1986 Kevin Redwood was working in the Area Freight Centre at Bristol with a particular interest in freight traffic. On his days off he frequently travelled across the region to photograph the changing scene. His journeys took him to busy mainline locations like Didcot, as well as more obscure locations in South Wales and the West Country.



##### A0336 Great Britain's Rlys- A New History £12.99

**PREVIOUSLY PUBLISHED IN HARDBACK - NOW AVAILABLE AS A PAPERBACK.** Which was the first railway in Great Britain? Certainly not the one engineered by George Stephenson, one of the first was laid down at Wollaton, near Nottingham, open by 1610, long before Stephenson's birth in 1781. In this comprehensive history, Colin Maggs, one of the country's foremost railway historians, tells the story of over 400 years of British railway history. He covers early horse and gravity-worked lines to those powered by steam, electricity and diesel. The development of locomotives, rolling stock, signalling and major accidents - often marking major changes in how the network was run - are all described in detail. Pivotal moments including the Amalgamation of 1923 when most railway companies became part of the GWR, LMSR or LNER, nationalisation and privatisation are set in their historical context. Colin Maggs also ventures his views on where Britain's railways will go in the future, including HS2 and beyond.



##### A9982 Power of the Duchesses £15.99 Jul

Derived from the earlier Stanier 'Princess Royal' Pacific design of 1933-5, the Stanier 'Duchesses' were the epitome of LMS express passenger locomotive design. Originally designated the 'Coronation' class, they first appeared from Crewe works in 1937 and commenced running on the high-speed 'Coronation Scot' services. The first examples were streamlined, but in 1938 a non-streamlined version was also built. Double chimneys

were fitted from 1939, and retrospectively to those with single chimneys. Of the 38 locomotives built between 1937 and 1948 (when the final Ivatt version appeared) 24 were streamliners. After the war the streamlining was removed and all the classes were fitted with smoke deflectors. Withdrawal of the class, which were the LMS answer to the celebrated LNER Gresley A4 class Pacifics, commenced in 1962 with the last examples being withdrawn in September 1964.

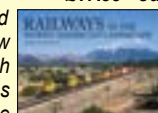
##### A8191 Rlys Around Brighton in the 1970s & 1980s £15.99

While Brighton is synonymous with EMUs and commuter trains, over the years there has also been some limited freight and parcels traffic and, eventually, the reintroduced direct services to the Midlands and North West introduced further variety to the scene. Andy Gibbs, as a former employee of British Rail and a local to the area, has been able to document the changing rail scene around Brighton over many years. These previously photographs will delight local enthusiasts and offer a tantalising glimpse into times gone by for those from further afield.



##### A0392 Railways in the North American Landscape £17.99 Jun

Windswept vistas. Scorched canyons. Glorious scenes of snow and ice. This book shows the North American landscape in all its breathtaking glory, cleaved by the continent's powerful locomotives and captured in a series of stunning original photographs by leading railway artist Mike Danneman. Evoking the romance, drama and beauty of the railways, this wonderful collection of images presents the full breadth of jaw-dropping backdrops offered by this vast expanse of land. The contrast between raw motive power and bucolic peace creates scenes that will delight anybody who wants to enjoy the full majesty of North America from their own home.



##### A9828 South Yorkshire Railways £15.99

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.





## A9978 Steam Trails:

Scottish Lowlands &amp; Borders

£15.99

## CANCELLED

This book focuses on steam on the Scottish Lowlands and Borders, which broadly covers the area north of the line from Carlisle to Newcastle and south of the line from Glasgow to Edinburgh. Written by author and rail enthusiast Michael Clemens, this volume provides a pictorial tribute of this area's final years of steam operation. The volume provides a large selection of photographs which were taken by the author and his father during their travels around the UK. The book also includes photographs from other collections the author has access to. As with the earlier books in the series, the volume includes a brief introduction accompanied by c140 mono and colour photographs with highly detailed and informative captions. This will be sought after by railway enthusiasts nationwide.



## A0054 Swindon Rail Scene-Hydraulics to HSTs

£15.99

Swindon played an important role in the railway industry from its Victorian roots up to the sound of the final works hooter in 1986. This was without doubt the end of an era; today the works site is a shadow of its former past, gone is the mighty 'A' Shop, along with the carriage and wagon shops east of the Gloucester line. With electrification now through the town, the railway landscape has been totally transformed. Covering two decades between the late 1960s to the late 1980s, the images in this book represent not just the works, station and yards during this period, but also the main line and local area to Stratton St Margaret in the east, Wootton Bassett to the west and Purton on the Gloucester line to the north. This is a period of transition when Western Region hydraulics were giving way to diesel electric power, with HSTS eventually arriving in the area.



## A8275 Union of South Africa-Stories from the Support Crew

£15.99

The A4 Pacific locomotive No. 60009 Union of South Africa has recently been retired and is destined to go into a museum. Here, this famous loco's support crew share their memories and anecdotes of working to keep it running for the enjoyment of thousands of railway enthusiasts over the years. With experiences stretching back to 1966, when the loco was first purchased from British Railways, these stories are sometimes funny and sometimes serious; all offer a fascinating insight into what it takes to keep a magnificent machine on the rails. Supported by a range of previously unpublished images, this is a wonderful tribute to a terrific locomotive.



## CAPITAL TRANSPORT PUBLISHING

## CA458 Do Not Alight Here Handbook Edition £8.95

Our very successful book giving details of London walks to see the sites of disused railway structures will now soon be available in a larger format 'handbook' edition as well as the familiar pocket version. Updated to the first half of 2021, the book will provide ideas for walks once we are all getting out more. Both books now have, in addition, maps of each route to accompany the descriptions and photographs.



## CA459 Do Not Alight Here Pocket Edition £6.95

Our very successful book giving details of London walks to see the sites of disused railway structures will now soon be available in a larger format 'handbook' edition as well as the familiar pocket version. Updated to the first half of 2021, the book will provide ideas for walks once we are all getting out more. Both books now have, in addition, maps of each route to accompany the descriptions and photographs.



## CA457 Steam Around the Fells £19.95

Operating a railway day in, day out with steam traction was never easy and the fells of north-west England presented an additional, huge natural obstacle. There were the fearsome gradients on the trans-Pennine route up to the 1,370 feet high Stainmore summit, the 15-mile slog of the 'Long Drag' from Settle Junction to the boggy wastes of Blea Moor was legendary while the tortuous climb from Oxenholme to Grayrigg was a huge challenge to enginemmen. Perhaps the best-known ascent was that up to Shap summit where the constant procession of heavy goods trains required assistance and a railway community was established around the station and shed at Tebay where banking locomotives were available around the clock. Bystanders were transfixed, and terrified, bleating sheep ran for cover as locomotives passed by at walking pace belching smoke high into the moorland air. Using some of the finest action photographs available, this album vividly brings to life the great age of steam in the fells.



## CRECY

## CR972 British Railways Steam Locomotive Allocations 1948-1968

£35.00 Jun

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.

## CR974 How a Steam Locomotive Works £19.99 Jun

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 both for older steam enthusiasts, as there are few who understand every aspect of the steam locomotive in its entirety, a subject which encompasses many engineering specialisms including structures, dynamics, thermodynamics and fluid flows, and heritage railway volunteers and fans who love this most dramatic and inspiring form of traction but may not be up to speed with how it actually operates.



## CR987 Locos of the Isle of Wight Rlys £35.00

Island railways hold an enduring fascination for railway enthusiasts and although many books have been published about the railways on the Isle of Wight surprisingly very little has been written about the locomotives which ran on the island. Apart from a modest volume written by the late DL Bradley which was published in 1982, there has been no attempt to compile a definitive history of all the locomotives which have seen service on the island since the opening of the first line, that between Cowes and Newport, on 14 June 1862. Compiled by four members of the Isle of Wight Steam Railway who are donating their royalties from the sale of this book to the IWSR to further its activities, this book seeks to redress that deficiency. The story is brought up to date with the inclusion of details of locomotives which are now preserved on the Isle of Wight, some of which are types seen today on the island for the first time.



## CR992 Railway Breakdown Cranes Vol 2 £35.00 Nov

First published in 2013 to critical acclaim, Railway Breakdown Cranes Volume 2 details the larger breakdown cranes of 36 tons capacity and above that were used by various railway companies as well as British Railways. Also included are cranes operated by the Ministry of Supply. As with the other two volumes in this series, Peter Tatlow, a now retired professional engineer, describes the types of cranes covered in great detail supplemented by his expert scale drawings. Information contained within includes the make up the cranes, their technical details, weights, sizes and other relevant information and just as



importantly, many illustrations of cranes at work in a variety of situations. This is a reissue of a book which has genuinely been sought after by many and will enable those who did not get a chance to buy it first time out, to complete the three book series which has become the definitive reference source on British railway cranes.

## CR034 Scottish Railway Atlas Then &amp; Now £25.00 Oct

This is the latest addition to our ever growing and highly successful portfolio of railway atlases. At its core is a set of maps contrasting, on opposite pages, the Scottish railway network in 1920 and the same areas today. This graphically illustrates how the system has contracted over the course of the last 100 years and allows comparison between these two eras to be easily made. However, there is so much more to this atlas than just the maps. For example, the Index of Stations has photographs of all those that are currently in use. For closed stations, each entry gives their OS Location, site status description and has a small map of the station. All stations in the Index have a chronology referring to the date of opening, closure dates for those no longer in use and any changes to their names that were made.



## CR023 Southern Way Issue 54 £14.95

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



## CR026 Southern Way Issue 55 £14.95 Jul

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



## CR986 Swindon - The Complete Works £25.00 Jun

Peter Timm's two previous books on the subject of Swindon works have been combined and rewritten to form the basis for this enlarged work. This is a comprehensive account of the Great Western Railway's main works in what was, in many ways, its heyday. It is written in a way that should appeal to engineers, social historians, railway enthusiasts and people looking for their Swindon ancestors. The scale is such that it is intended as a work of reference, rather than a straight cover-to-cover read. To that end, each of the twenty-five chapters has been divided into sections and there is a



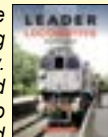


general index. As with most historical research, this study is researched from many varied sources not least from first-hand recollections of the men and women who worked 'inside'. The author also confronts many widely held views and dispels some of the myths. One being that everything that can be written about the GWR has already been written, this book clearly proves otherwise.

**CR985 The Leader Locomotives-  
Bulleid's Great Experiment**

**£30.00 Jun**

The story of Bulleid's 'Leader' class is one that simply refuses to lie down, continuing to be a source of debate and controversy. Was this the great innovation that would have taken the steam locomotive to unheard of levels of sophistication and efficiency, or a folie de grandeur on the part of an undoubtedly creative, charismatic yet maverick engineer, which should never have been countenanced or financed by his superiors? Seventy years after the last examples of these ill-fated locomotives were scrapped, the controversy surrounding them still rumbles on and fascination with the project among railway enthusiasts is unabated. Having written previously on the subject, author Kevin Robertson has continued his research into the 'Leader' class and unearthed much new material from a variety of sources which is presented here for the first time. Whilst not likely to have changed the end result, much new light is shed as to how that decision was arrived at.

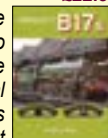


**GREAT NORTHERN BOOKS**

**GN126 Gresley's B17s**

**£22.50**

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 scrapyard but two attempts are currently underway to produce new locomotives to the design.



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**GN701 Last Years of West Midlands Steam**

**£19.99**

Bringing together around 5,000 square miles of land, the West Midlands region boasted a diverse system of railways. These ranged from the main lines connecting the north and south of Britain to small branches, as well as cross-country routes and local lines. This book records this area in the 1948-1967 period. The book covers the smaller West Midlands county, Herefordshire, Shropshire, Staffordshire, Warwickshire and Worcestershire. Several cities in the area appear: Birmingham, Coventry, Hereford, Lichfield, Stoke-on-Trent, Wolverhampton and Worcester. There are also a number of large towns too. With lines formerly operated by the London Midland & Scottish Railway and Great Western Railway, many locomotives of these companies are present, alongside the Standard Classes of British Railways. With a rich industrial heritage in the region, a number of privately owned locomotives appear at work on several sites. The West Midlands was a bustling and vibrant place for steam enthusiasts to observe and record.



**GRESLEY BOOKS**

**GB861 History of the Great Central Railway**

**£14.99/2022**

The Great Central Railway is the only double track preserved steam railway in the world and its main focus is on the hugely popular modern day line running between Loughborough and Leicester North. Author Robin Jones, editor of Heritage Railway magazine, uses an incredible collection of images from Britain's top railway photographers to showcase the very best of preserved steam running in an authentic setting. History has its place too with the formation of the original Great Central Railway, built in 1899 to connect the cities of Manchester, Sheffield and London, being explained and examined. Preservation sites set up elsewhere on the former Great Central line are also detailed including those at Buckinghamshire Railway Centre, Elsecar Heritage Railway and Dinting Railway Centre in Glossop.



**GB857 Locos of the National Collection**

**£14.99 Jun**

Legendary steam railway locomotives such as Flying Scotsman, Mallard, Stephenson's Rocket and City of Truro have been household names for generations and are now owned by the public. These are the locomotives that not only shaped global transport history but steered the evolution of the modern world, shrinking continents and making rapid transit between one-time faraway places an everyday occurrence affordable to all. The National Collection was amassed largely in the face of modernisation of the British railway network, when the introduction of diesel and electric locomotives in the Fifties led to the mass withdrawal and scrapping of many classic steam locomotive types. Officialdom decreed that examples should be preserved for posterity thus creating a



fantastic legacy of locomotives big and small for future generations to relish. This book, written by Heritage Railway magazine editor, Robin Jones, looks at both the big named engines and the lesser-known workhorses, all with their own stories to tell.

**GB821 Mallard- The Story of Britain's Most Magnificent Locomotive**

**£14.99 Jul**

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.



**GB854 Settle & Carlisle Revival**

**£14.99 Jun**

The Settle & Carlisle railway runs across the roof of England, reaching the highest point on any main line railway in the country. Today it carries a frequent and well-patronized passenger service and considerable heavy long-distance freight traffic. The line has been fortunate enough to survive two attempts to close it and in fact should probably never have been built at all. There could now be a 72-mile abandoned trackbed passing through such places as Blea Moor, over Dent Head and Arden Gill viaducts and the legendary Ais Gill summit, but people felt strongly enough to campaign successfully to keep one of Britain's favourite railway lines open. Since the line won a second reprieve in 1989, after an eight-year battle, train services have been expanded. This is the story of the revival in the fortunes of the Settle & Carlisle. Many closed stations have reopened and restored to their former glory, freight traffic has returned and steam-hauled excursions over the line have gone from strength to strength.



**GB842 Stratford Depot Locomotives in the Eighties & Nineties**

**£14.99 Sept**

Engines from every region could be found at Stratford TMD during the 1980s and 90s - making it an ideal hunting ground for the rail enthusiast. Photographer Roger Rounce presents a collection of his own images of diesels and electrics from those days when Stratford used any Class 47 to hand for Norwich trains and journeys between Chelmsford and Liverpool Street could just as easily be hauled by an Eastfield Class 47 as one shedded at Stratford. Visiting Class 37s were also used on empty stock and Cambridge trains. Stratford Depot Locomotives includes Class 08s, 31s, 37s and 47s alongside less



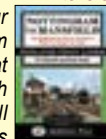
common classes such as 20, 58, 60, 86 and 87. Details of each locomotive pictured include when it was built, when it was scrapped, names currently and previously held, other numbers carried, historical notes and dates.

**MIDDLETON PRESS**

**M5652 Nottingham to Mansfield**

**£18.95**

This is the ninth and last volume in our popular series on railways to Nottingham and it contains two of three main lines that ran close together. Unusually, it starts with four views of the biggest station, all created before photography started. This book is the last book written by Vic Mitchell.



**M5654 Lines Around Newmarket to Ely, Cambridge & Mildenhall**

**£18.95**

Two of the three lines covered in this book remain important parts of the railway system in recent times. One has developed into a well-used passenger link between important centres in Suffolk and Cambridgeshire, while the other has become a vital freight artery for container traffic to and from the busy terminals at Felixstowe. The conveyance of racehorses, containers and wartime explosives have all played their part in the story, and are illustrated here. By contrast, our third line was a typical country branch line, with infrequent trains linking Cambridge to rural villages. Like so many others, it disappeared during the early 1960s.



**NREA**

**NRE32 British Locomotives Multiple Units & Coaches  
2021 Spotters Companion**

**£10.95**

The 2021 edition of the Spotters Companion. Compiled by the National Railway Enthusiasts Association, detailing all locomotives, DMUs, EMUs, coaching stock, Charter stock, Eurostar and light rail vehicles currently in use on the UK's rail network. A6, 160 pages, softback, not illustrated.



**PEN & SWORD**

**P3391 Deltics and Baby Deltics**

**£25.00**

Andrew Fowler is a well known writer of railway history, with a regular feature in Railway Herald Magazine. The Deltic class 55 Locomotives were some of the most successful, first generation diesels introduced to British Railways, being constructed from 1960-1962 and numbering twenty two, in the production class. The prototype machine was constructed in 1956 and was tested extensively on express trains on the London Midland and Eastern Regions of BR, until 1960. The interest and enthusiasm for the class is reflected in the fact, that six examples of the class are preserved, including the 1956 prototype. The Baby Deltics, were a derivative Locomotive design, using one rather than two engines, for use on outer suburban and short main line semi fast services. Only ten Baby Deltics were constructed between 1961-1962, for use on services out of London Kings Cross. The Baby Deltics were all withdrawn within a decade, as they were not very successful in main line service.





**P6398 Locomotives of the Liverpool & Manchester Railway £30.00**

The Liverpool & Manchester Railway was Britain's first mainline, inter-city railway; opened in 1825 it was at the cutting edge of railway technology. Engineered by George Stephenson and his team - John Dixon, William Allcard, Joseph Locke - the project faced many obstacles both before and after opening, including local opposition and the choice of motive power, resulting in the Rainhill Trials of 1825. Much of the success of the line can be attributed to the excellence of its engineering but also its fleet of pioneering locomotives built by Robert Stephenson & Co. of Newcastle. This is the story of those locomotives, and the men who worked on them, at a time when the locomotive was still in its infancy. Using extensive archival research, coupled with lessons learned from operating early replica locomotives such as Rocket and Planet, Anthony Dawson explores how the locomotive rapidly developed in response to the demands of the first inter-city railway, and some of the technological dead ends along the way.

**P4034 N Eastern Electric Stock 1904-2020 £25.00**

The north east of England was the cradle of Britain's railways in the 19th Century. It was here George and Robert Stephenson would shape the steam locomotive. Then in the early 20th Century a second transport revolution took place around Newcastle when the suburban lines from the city to the coast were electrified in response to competition from the electric trams. What was created became the blueprint for modern day commuting. This book tells the story behind the creation of that network, the trains that served it. The narrative goes through the success and expansion years and ultimately the troubles that led to its demise. Our story comes full circle with the creation of the Tyne & Wear Metro, a ground breaking transport system that, like the electrified lines nearly 80 years earlier, set a new standard for suburban rail that would be the inspiration for schemes in many other parts of the country.

**P6200 The Clayton Type 1 BO-BO Diesel-Electric Locomotives- British Railways £40.00**

Considerable amounts of archive material have been unearthed to enable the issues surrounding the rise and fall of the 'Standard Type 1' locomotives to be fully explored.



Further sources provide insights into the effort and money expended on the Claytons in a desperate attempt to improve their reliability. Individual locomotive record cards, together with personal sighting information, allow histories of each class member to be developed including allocations, works visits, liveries and disposal details. Supported by over 280 photographs and diagrams, dramatic new insights into this troubled class have been assembled for both historians and modellers alike.

**P8137 London & North Western Railway £35.00**

This book is a wonderful miscellany of the London & North Western Railway, here is a delightful new illustrated history of the Premier Line, drawn from the Railway Magazine archives, which covers the close of the Victorian Era and the start of the 20th century. The large number of photographs and illustrations, mostly from the archives of the London & North Western Railway Society, make this a very special book.

**P9277 Victoria's Rly King- Sir Edward Watkin £19.99**

The accomplishments, and initiatives, both social and economic, of Edward Watkin are almost too many to relate. Generally known for his large-scale railway projects, little, though, is known about Watkin's personal life, which is explored here through the surviving diaries he kept. The author, who is the chair of The Watkin Society, which aims to promote Watkin's life and achievements, has delved into the mind of one of the nineteenth century's outstanding individuals.

**SILVER LINK****S4566 50 years of Railways Around Bristol £30.00 Jun**

Telling the story of Bristol area railways over the last 50 years, this publication is lavishly illustrated, including many photos taken by rail employees that give a unique insight to railways around Bristol and the surrounding area. Included are well known locations but also railway byways and those serving industrial Avonmouth, now long lost. Also with photographic insights taken at train-care and maintenance depots, industrial plants and within signal boxes in the area; which still exist or have long now disappeared. The book charts the decline and resurrection of railways around Bristol and its surrounding area, coming right up-to date with latest electrification works, coming from Bristol Area re-signalling in 1970. Featuring relevant extracts of official rail publications including unique archive material and a unique set of maps over each decade recording the changes to the railways around Bristol to give a unique insight and record of railways around the city and surrounding area.

**S4556 A Gloucestershire Warwickshire Railway Journey Broadway to Cheltenham £25.00 Jul**

The history and the remarkable rebuilding of the former section of the GWR from Broadway to Cheltenham Racecourse has been well documented. Supported financially by share issues, donations, membership subscriptions, legacies and surpluses from operating revenue, the volunteers have re-laid the permanent way, rebuilt stations and signal boxes, built new facilities, purchased and restored the rolling stock. However like most heritage railways, the locomotives, most of which are steam, are not owned by the railway, but by independent



owning groups and societies which hire them to the railway, either on a long term, seasonal or short term hire arrangement for special events and galas. The very first passenger train to operate on the GWSR on 27 April 84, then owned by the Dowty Railway Preservation Society. Hunslet No 2409 King George was rescued from the scrap merchants by the GWSR and restored to running order and in 2001 became the first steam locomotive to reach Cheltenham Racecourse station.

**S4561 British Steam in Colour 1957 to 1975- £25.00 Jul****A Personal Journey**

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.

**S4577 Last Days of BR Steam in Wessex- Southern Region £8.00 Aug**

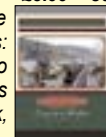
This book forms the last of a trilogy by the same author, Phil Horton, which between them record the decline of BR steam in Wessex. This book explores the Southern Region with each chapter following the region's mainlines, including the southern half of the old Somerset & Dorset.

**S4576 Last Days of BR Steam in Wessex- Western Region £8.00 Aug**

This book extends the authors search from Bath to the lines of BR's Western Region in the neighbouring counties, an area often referred to as 'Wessex'. Here the region's boundary is taken as the one which existed between 1959 and 1962. Subsequent major changes to this boundary are also described. Each chapter follows one of the region's mainlines through the area. These include the former Midland lines from Bristol along with the northern half of the old Somerset & Dorset Joint Railway from Bath (Green Park) to Templecombe. Points of particular interest to a 'trainspotter' of the day along each line are noted while lists of numbers, compiled by the author, are given for many of the engine sheds passed. Photographic coverage extends from 1960 to the last steam workings which, on the Western Region, (almost) ended in December 1965.

**S4571 Llangollen Railway Country Walks from our Stations £6.00 Jul**

Featuring 10 country walks from the Llangollen Railway's stations as follows: Walk 1 - Old Railway from Llangollen to Trevor, Walk 2 - Llangollen to Castell Dinas Bran, Walk 3 - Plan Newydd Circular Walk, Walk 4 - Llangollen to Berwyn, Walk 5 - Horseshoe Falls Circular Walk, Walk 6 - Llantysilio & Velvet Hill Circular Walk, Walk 7 - Glyndyfrdwy Circular, Walk 8 - Carrog to Glyndyfrdwy, Walk 9 - Corwen to Care Drewy and finally, Walk 10 - Old Railway from Corwen to Cynwyd. This handy guide has walks of varying lengths and levels from simple strolls to more challenging rambles. All feature the varied and beautiful scenery the Dee Valley has to offer.

**S4550 Llangollen Railway Visitor Guide £8.00 Jul**

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

**S4545 Model Railways Explained (Beyond the Beginning) £20.00 Sept**

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

**S4555 One Young Lads Later Trainspotting Days with a Camera 1961-1964 £25.00 Jul**

Like so many youngsters in the 1950s and 1960s, Alan Clarke was a keen railway enthusiast and spent a number of years out and about with his ABC Combined Volume and his camera at various rail related locations up and down the country. Living in the middle of the country enabled young Alan to visit a number of British Railways regions, thereby gathering a wider range of locomotive numbers and types, faithfully underlining them in his combined volume and, when pocket money allowed, taking pictures as he went along. These pictures form





the basis for this second volume of reminiscences of years gone but not forgotten. The development of Alan's photographic skills unfolds before us in these evocative black and white images. Each image is accompanied by a detailed caption. The photographs are arranged in sections, one for each trip, with an explanatory introduction to each. This book follows the author and his camera through their travels between 1961 and 1964.

**S4557 Passengers Once More Scotland £20.00 Jul**

Passengers Once More is a series of books charting reinstated or new stations and lines on Britain's rail network since nationalisation in 1948. Arranged in line and geographical order, each book in the series is copiously illustrated with photographs of all the locations featured. This fifth book in the series, by Terry Gough and Bob Avery, takes us to Scotland, covering all relevant stations and lines from the smallest halt to the major station developments and the popular new line re-openings.



**S4523 Railways & Recollections 82**

**The Dartmouth Steam Railway**



In the heyday of the Great Western Railway, the 'Torbay Express' ran from London's Paddington Station to Torquay, Paignton and Kingswear, where a GWR-operated ferry took travellers to a station, without rails, across the water at Dartmouth. Nowadays diesel-hauled Great Western trains terminate at Paignton but across the platform, memories of those halcyon days live on, courtesy of the Dartmouth Steam Railway, which operates steam-hauled trains along the Paignton to Kingswear branch in true Great Western Railway tradition. The Dartmouth Steam Railway, formerly known as the Paignton and Dartmouth Steam Railway, is a seven-mile heritage railway on the former Great Western Railway branch line from Paignton to Kingswear. With a selection of archive photographs supplementing the author's own portfolio, this book introduces us to the line and infrastructure.

**S4575 Railways & Recollections Stately Trains £8.00**

Stephen Middleton's Stately Trains, based on the Embsay & Bolton Abbey Steam Railway in Yorkshire, has taken a pragmatic approach to rescuing, restoring and then putting to good use historic carriages which might otherwise have been lost forever. The result has been numerous awards and a unique collection including eight pre-1914 carriages, some with royal connections, and a 1916-built Hudswell Clarke steam locomotive, not to mention the 1903 North Eastern Railway petrol-electric Autocar and trailer. While traditionalists may take issue with Stately Trains' attitude when it comes to making carriages from the past suitable for the present day, there is no denying the outstanding results achieved. In Railways & Recollections: The Stately Trains Collection, author Mike Heath profiles the collection's beautiful carriages, exploring their incredible stories

from construction through working life to withdrawal from service and their subsequent rescue and restoration with more than 250 rare photographs.

**S5303 The Helston Railway**

**Past & Present (New Edition)**

**£20.00 2022**

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



**S4563 Severn Valley Railway Stock Book £10.00 Jul**

Over the years the Severn Valley Railway (SVR) has amassed a magnificent collection of locomotives, carriages, freight wagons and maintenance rolling stock. This volume is the long-awaited new edition of the popular Visitor Guide, recently published by Silver Link and selling fast. Compiled by David C Williams, a founder member and director of the railway, with contributions from fellow SVR volunteers and enthusiasts, this comprehensive volume covers all current stock on the railway and also includes details of many past visiting and resident items. Comprehensive details are provided for each item covered. The SVR has an extensive collection of carriages spanning many eras of British railway history and can, for the most part, when required, pair the correct locomotive with the correct rolling stock to represent the period desired. Featuring steam and diesel locomotives, large and small, static, in service or under restoration, this volume is sure to prove popular.



## OTHER TRANSPORT

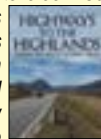
**AMBERLEY PUBLISHING**

**A9924 Highways to the Highlands**

**From Old Way to New Ways**

**£15.99 Jul**

For centuries tourists and other travellers have been travelling north to the Highlands of Scotland. This book follows the main thoroughfares north, using vintage and contemporary images to illustrate how they and the people using them have changed over time. The book starts as many visitors to Scotland have done over the years, by following the



Great North Road from Edinburgh to Inverness. The reader continues north from the Highland capital by the east coast, thus joining the highly popular North Coast 500 tourist route going around the North of Scotland from east to west. The return journey south follows the spectacular west coast route all the way to Glasgow. Many of the old picture postcards and other images feature the beautiful scenery and way of life of the people of the Highlands. Illustrating the changes that came about during the twentieth-century transport revolution, this is an affectionate lavishly illustrated tribute to how travel around the Highlands has changed over time.

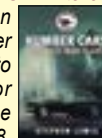
## CARS & MOTORING

**AMBERLEY PUBLISHING**

**A9758 Humber Cars - The Post War Years**

**£15.99**

Humber Cars date back to 1899, when Thomas Humber produced his Humber Phaeton model. The company went on to manufacture various quality motor vehicles, but financial difficulties during the 1920s led to it being bought out in 1928. The company became part of the Rootes Group, which would also include Hillman, Sunbeam, Singer, Commer and Karrier. The Rootes brothers were keen to promote the Humber marque as a prestige brand to place it alongside Rover and Jaguar. This book takes up the story of Humber cars at the end of Second World War, looking at the Hawk, Super Snipe and Sceptre, as well as the marque's association with royalty and government. The marque's eventual demise came in 1976, and Stephen Lewis utilises an array of fascinating rare and previously unpublished images to tell the full story of Humber's post-war era.



**A0668 Porsche 928**

**£15.99 Jul**

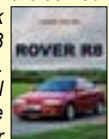
Launched in 1977, the front-engine Porsche 928 Grand Tourer received widespread praise as an engineering masterpiece and won the European Car of the Year Award in 1978. The Porsche 928 was so advanced that it continued in production with relatively minor alterations for eighteen years. Porsche 928 includes a detailed history of the 928 covering each model until the final GTS version. The book includes all the technical details and covers the highly refined V8 engine and the interior, with its classic dashboard that has an adjustable section that makes it comfortable but sporting. The book also provides vital information on servicing and parts for those who own or who are considering buying a classic 928. Lavishly illustrated with full-colour photography, many of them exclusively provided by the Porsche Stuttgart factory, this is the essential book on the Porsche 928.



**A0121 Rover R8**

**£15.99 Jun**

This comprehensive and readable book covers the Rover models built on the R8 platform, including the Rover 200 and 400. The book begins with the transitional period after the demise of BL and the advent of first Austin Rover and then Rover as well as the early collaboration with Honda to develop a new series of cars. The author also examines the development of the successful K Series engine as well as the collaboration with Peugeot to develop diesel engines from 1992. The book goes on to explore the various models in detail, including the five-door and three-door Rover 200s, the Rover 200 Cabriolet, the Rover 400 saloons, the Rover 400 Tourer and the Rover 200 Tomcat coupé. Written by an acknowledged authority on Rover cars, this book will provide the reader with everything they need to know about the development of this important series of cars at a critical moment in British motor manufacturing history.



**MALVERN HOUSE PUBLICATIONS**

**MH166 Cadillac Album**

**£5.95**

Cadillac division of General Motors was the biggest producer of luxury cars in the USA and held that position for a century. It was also one of the earliest US car marques, reconstructed in 1902 by Henry Leland from the Henry Ford Co, after Henry departed. The name came from the French founder of Detroit, Antoine de la Mothe Cadillac, whose coat of arms formed the basis of the Cadillac crest. General Motors acquired the firm in 1909, retaining Henry Leland and his son Wilfred to run Cadillac. Their consistently high engineering standards and interchangeability of components enabled modern mass production techniques to evolve. This publication gives a brief history of this company.



**MH169 Italian Specialists**

**£5.95**

Our title of Italian Specialists was suggested by a group of small car manufacturers called Gruppo Costruttori Vetture Speciali in the 1950s, which had among its membership Cistalia, Giannini, Moretti, Nardi, Siata and Stanguellini, all of which are described in this publication. In the Auto Review series we have covered many Italian car manufacturers, from Fiat, Lancia and Alfa Romeo to Ferrari and Maserati, as well as Isotta Fraschini, Itala, Iso, Innocenti and others. There has always been another level of smaller firms in Italy, producing specialist cars. Some offered higher performance, while others preferred to make exciting or elegant bodywork, and a few tried to do both. These small-volume manufacturers often relied on adapting the products of the big car makers, and in Italy that usually meant Fiat. Minor Italian makers who modified Fiats included Abarth, Autobianchi, Siata and Moretti, among others. In this publication we pay tribute to the enthusiasm and skill of these companies.





## MH171 Mitsubishi Album

£5.95

Mitsubishi is an important name in heavy engineering, its heritage of shipbuilding, railways and aviation encompassing products from the battleship Yamato to the iconic Zero-Sen fighter aircraft of WWII (our cover colour scheme echoes that of many Zero fighters). Production of Fuso lorries and buses in the 1930s was followed by tanks, but after the war Mitsubishi turned to civilian vehicles. Scooters and three-wheeler light commercials helped to get Japan rolling again, before Mitsubishi began building cars in the 1950s. The international reputation of Mitsubishi cars was built on successes in rallies with the Lancer Evo, and on rugged 4x4 vehicles. A scandal over mis-reporting of fuel efficiency in Mitsubishi microcars resulted in Nissan taking a controlling shareholding, after which the company became a member of the Renault-Nissan-Mitsubishi Alliance. All of this complex history is told in these pages, along with the arrest of Alliance chairman Carlos Ghosn and his notorious escape from Japan.

## MH170 Thunderbird Album

£5.95

The Ford Thunderbird was originally conceived as a two-seater sports car, launched in 1955 to compete with the Chevrolet Corvette. The 'T'bird was soon repositioned as a 'personal luxury car', and in its second generation, from 1958 onwards, it became a four-seater. It grew in size, to become a clone of the Lincoln Continental, then shrank again, as successive fuel crises influenced buyers. The large Thunderbird coupe lost its appeal by the 1990s, and it ceased production in 1997. Ford decided that, after a hiatus of a few years, its successor should be a smaller retro-styled two-seater, but that had even less appeal to American car buyers, and it was only made from 2002 to 2005. The car was named after an indigenous native American supernatural bird which protected humans from evil spirits by flapping its enormous wings to create winds and thunderstorms, providing water for people in the deserts, ensuring their survival. Over the 50 years of its existence over 4.4 million Ford Thunderbirds were produced.

## PEN &amp; SWORD

## P8985 Citroën DS- French Design Classic £16.99 Jun

Launched in 1955 yet looking like a sci-fi design proposal for a future then undreamed of, Flaminio Bertoni's ellipsoid sculpture with wheels that was the Citroën DS stunned the world. There was a near riot at the 1955 Paris Motor Show launch of the car, orders flooded in for this, the new 'big Citroën'. This new value-for-money book provides innovative access to the design, history, and modelling of the revolutionary DS, one of the true 'greats' of motoring history and, a contemporary classic car of huge popularity.



## COMMERCIAL VEHICLES

## AMBERLEY PUBLISHING

## A0072 ERF Lorries

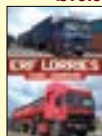
£15.99

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.

## A9970 Trucks in Camera Bedford

£15.99

**THIS BOOK IS A SOFTBACK REWORKING OF THE AUTHOR'S PREVIOUS TITLE FOR IAN ALLAN PUBLISHED IN 1983.** '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. The changes of design, use and loads carried in the course of 50 years of steady progress are illustrated in this book.



## AIRCRAFT

## CRECY

## CR942 British Aircraft Industry Since Triumphs and Tragedies since 1909

£27.95 Jun

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. For the first time here is a readable, highly illustrated, examination of the entire industry; its heritage and the changes it faces in the 21st century, both technical and political.

## CR989 Civil Aircraft Markings 2021

£11.95

The book provides the most complete listing available of all the aircraft currently on the UK Civil Aircraft Register; around 20,000 entries are detailed in this section alone ranging from historic bi-planes to the latest airliners and also includes balloons, gliders, microlights and helicopters. Additionally, Civil Aircraft Markings, contains the latest civil aircraft registers of Ireland, the Channel Islands and the Isle of Man. Civil aircraft commonly visiting the UK from round the world are also listed. It also provides the common airline flight codes, radio frequencies for major UK airfields and the complete British Aircraft Preservation Council (BAPC) register. This 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, its publication is eagerly awaited every spring by a legion of civil aviation enthusiasts for whom it is the essential companion to the enjoyment of their hobby.

## CR988 Military Aircraft Markings 2021

£11.95

At the heart of Military Aircraft Markings is the most complete listing of all the aircraft of the UK Armed Forces; the Royal Air Force, Royal Navy, Army and associated units. For each entry the military serial, aircraft type, unit/operator and usual base is given. Further listings cover Ireland's military aircraft and historic aircraft in military markings. Other sections of Military Aircraft Markings include American military aircraft based in Europe, overseas military aircraft which may be seen in the UK, unit markings and a unit serial number/letter de-code. In addition, the book provides a comprehensive listing of visiting aircraft from overseas air forces that may be seen during the air display season, together with a new full colour photo section. Also included are details of the UK's main military air bases, a maintenance unit cross-reference and detailed RAF Squadron markings.



## MILITARY

## AMBERLEY PUBLISHING

## A7971 Model Tanks

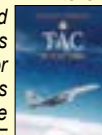
£15.99 Jul

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 and the enthusiastic schoolboys and young men building these kits became known as the Airfix Generation. 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 - others are coming to the hobby from an entirely new perspective. 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, in the form of Fujimi and Nitto, and the European Esci.

## A9858 TAC in the 1980s

£15.99

Tactical Air Command, based in the United States itself, held the majority of the USAF's tactical air power. But the wartime role for most TAC units was deploying their assets to regional USAF commands - primarily the main Cold War 'front' Commands, USAFE and PACAF - but also other regional commands such as Southern Command (Latin America and the Caribbean) and to the Middle East with the Rapid Deployment Force (later Central Command). Therefore, overseas deployments were routine for many TAC units. However, not all TAC units had to deploy for their war mission. In 1979 TAC absorbed the remnants of what remained of Air Defense Command, giving TAC the air defence mission. TAC also oversaw the USAF Tactical Fighter Weapons Center, which provided US and Allied aircrews with the world's most realistic training, over the expansive Nevada ranges. Take a step inside the day-to-day operations of TAC in the 1980s.



## MAGAZINES

## TROLLEYBUS CURRENT

## TC025 Trolleybus Current In Retrospect No 25 Spring 2021

£5.00

This publication relaunches Trolleybus Current after their break due to the global pandemic. The same format has been followed as its predecessors, albeit with a reduced number of pages, providing in pictorial detail a concise, but wide-ranging, record of a particular system taken over a few days. With travel off the table, in this issue we take a look at the trolleybus system of Estonia's capital city, Tallinn. The pictures were all taken during a trip during 2012.





## SHIPPING &amp; MARITIME

## FERRY PUBLICATIONS

**F6850 Remembering the Free Enterprise-  
The Last of the Spirits** £12.95

The *Pride of Free Enterprise* was the third and final member of Townsend Thoresen's 'Spirit' class which completely revolutionised the design of cross-Channel ferries during the early 1980s. Competition with the Sealink consortium was intense and for the first time, vessels capable of accommodating two decks of freight vehicles were ordered. The 'Spirit' class represented Townsend Thoresen's response to this bold initiative and unhindered by the constraints of bureaucracy and State intervention, the trio entered service months ahead of their rivals. Their impressive speed allowed them to operate as many as five round trips to Calais each day but the loss of the 'Herald' in March 1987 set in motion a world-wide investigation into the operation of all roll on-roll off fleets. Valuable lessons were learnt and the 'Pride' went on to serve the local fleet for 20 years after which, under new ownership, she successfully operated for a further 15.

**F6838 Sealink 50** £16.95

Sealink 50 brings together a diverse selection of articles to celebrate the 50th anniversary of the introduction of this famous name – and the 25th anniversary of its demise. Compiled by the authors of *Sealink & Beyond*, Richard Seville and Matthew Murtland, this book aims to shed new light on different aspects of the wide-ranging Sealink operation and explore its legacy both around the UK and in the shape of former Sealink ships further afield. Filled with specially commissioned articles from a range of knowledgeable experts and a host of new, high-quality images, subjects range from the final days of steam on the English Channel and the legacy of the Humber ferries right up to the Stena Sea Lynx high-speed catamarans together with a comprehensive update on the status of remaining members of the fleet.

**F6840 Train Ferries of Europe** £35.00

Sister publication of *Train Ferries of the Americas, Asia & Africa*, this much awaited publication follows the rise and latter decline of the train ferry era in Europe from 1850 to 2020. The book covers the English Channel & North Sea operations, the extensive Danish services and also those across the Baltic operated by German, Swedish, Finnish and Russian train operators. The title includes river, canal and alpine lake train ferries. The services operated in the Mediterranean, Black Sea and Caspian Sea are also included. The publication has a wide range of images, deck plans and drawings.

**F6841 Train Ferries of the Americas,  
Asia & Africa** £25.00

This sister publication to the *Train Ferries of Europe*, covers the extensive American and Canadian Services which date back to 1853. The title also includes operations in the Gulf of Mexico, South America, Siberia, China, Japan, South Asia, Australasia, Africa and the Middle East. The book has a wealth of maps, illustrations and photos to compliment this new historical publication.

**F6849 Train Ferries of Europe & Worldwide Fleet List  
from 1850- Present Day** £18.00

This book is a companion to the 'Train Ferries of Europe' and 'Train Ferries of the Americas, Asia and Africa'. It provides tables of technical information for the 600 plus train ferries that have operated over the past 170 years. It lists their builders, dimensions, tonnage, machinery and capacity, together with dates and brief notes on their routes and fate. There are also a number of maps and photographs.

## ADDITIONS TO PRINTED VERSION

## CAPITAL TRANSPORT PUBLISHING

**CA460 Working for London's Buses-  
Stories from those Involved** £25.00 Jun

This unique book tells the stories behind sixteen aspects of London bus operation over the past fifty years. All of the authors have worked in some way for London buses and speak of their contribution to the running of the network. Together the stories provide a fascinating look at the behind the scenes work of running bus services in the world's greatest city. Subjects include driver training and driving, designing liveries for London, the voice of bus announcements, the Tendered Bus Unit, Smart ticketing, bus control, bus stops, low-floor buses, operating the Sightseeing Tour, London buses and the Olympics, mapping London bus routes, running Docklands Minibuses and the design and production of destination blinds. All profits made by Capital Transport Publishing from this book will go to help continue the great work of the London Bus Museum.

## BRITISH BUS PUBLISHING

**BB321 2021 Stagecoach Bus Handbook** £19.75

The 2021 edition records the fleet position at the end of March 2021 and reflects the services that have evolved with having to operate during the Covid pandemic. Orders have been placed for vehicles required for new contacts and these are included.

**BB331 2021 Arriva Bus Handbook** £19.75

The 2021 *Arriva Bus Handbook* is updated to Mid-March 2021. It takes into account the new structure of nor, south and London operations. Deutsche Bahn acquired Arriva to strengthen and expand its competitive position in a consolidating European transport market. As the European fleets have expanded it is no longer viable to undertake a single book containing all the European fleets so this edition will continue to only show the British operations.

## BOWDEN PUBLISHING

**JB012 Lowbridge London: In Focus 12** £10.00

This twelfth edition of the 'in focus' series from Bowden Publishing is an illustrated review of the Lowbridge buses that served London Transport and its successors from 1933 to 1971. 60 pages, A5 softback with a brief overview and around 80 photos and captions.

## BERNARD MCCALL

**BMB04 Newport's Municipal Buses** £25.00

This book takes a chronological look at the passenger transport of Newport from horse drawn trams of the 19th century to electric buses of 2020. Newport's bus fleet went from being a predominantly double-deck operation in the 1930s to one of largely single-deckers by the mid-1950s. Leyland Titans and later Atlanteans dominated the fleet for some time, but from 1971 Newport turned to Scania for many years. The informative text is embellished with many comprehensive data tables, and more than 260 black/white and colour photographs.

## VISIONS INTERNATIONAL

**VIS20 Red All Over 10- London Bus Review 2020** £19.95

This book is the ultimate review of the year. Included is every contract change and type change in the TfL area, giving the reader a complete overview of the Capital's bus scene. A4 soft back, with 220 pictures and tables explaining the situation for 2020.

## PLATFORM 5 PUBLISHING

**PF178 Diesel & Electric Register** £24.95

The new fifth edition of *Diesel & Electric Loco Register* contains a complete list of all diesel and electric locomotives operated by British Railways, its constituents, and successors, that have been capable of working on the main line railway network, including shunters and departmental locomotives. Detailed entries give up-to-date information on the current status of every locomotive, showing which are preserved, which have been scrapped, or the current operating company. Historic details are also included, listing every number carried, entry to service and withdrawal dates, every official name carried and a number of useful reference tables. By popular demand and in line with earlier editions of this book, scrapping information has been included. The book now contains scrapping details for approaching 5000 locomotives, showing where and when they were disposed of.

## UNIQUE PUBLISHING SERVICES LTD

**UQE05 Rails Across the Isle of Man in the 1950s** £9.99

The Isle of Man was, and remains, a mecca for the transport enthusiast. The combination of narrow-gauge steam railways, horse-drawn trams in Douglas and the tramcar services offered by the Manx Electric and Snaefell Mountain railways undoubtedly offered the most concentrated range of historic transport accessible within the British Isles. The 1950s was probably the final decade in which this glorious transport heritage was to be experienced in the final years of its golden age. During the 1950s enthusiasts made their way to the island throughout much of the year to record this historic transport scene. More than six decades on, these views are now as historic as the lines and equipment that they recorded. Featuring some 60 images, the vast majority of which are believed to be unpublished, this book is a pictorial journey through the superb transport heritage that once served this corner of the British Isles.

## CRECY

**CR984 abc British Locos 1964 Combined** £13.50

The latest of our 'abc' reprints is that of the *Combined Volume for 1964*, a time when serious inroads were being made into the numbers of steam locomotives in service, such was the remorseless march of diesel and electric traction. By this date, in large areas of the country, places such as the West Country and East Anglia, steam locomotives were increasingly rare. Much loved types like the former GWR 'King' class had already all been retired and more remarkably even modern designs like the BR 'Standard' types were being withdrawn when heavy repairs were found necessary. This book demonstrates that the changeover to modern traction was now gaining great momentum and that for steam enthusiasts, things would never be the same again.



## FERRY PUBLICATIONS

**F6851 Harwich Ferries – Parkeston Quay**  
Under Railway Ownership

£22.95

This new and expanded edition of Harwich Ferries traces the development of Harwich and, more especially, Parkeston Quay up until it became the most versatile of all Britain's ferry ports. At no other port in the country could there be seen such a wide variety of passenger ferries, freight and container ships, train ferries and car boats in such close proximity all achieved whilst under the continuous ownership of the railways. Written by former Sealink employee Stephen Brown, Harwich Ferries contains a wealth of unpublished material including official accounts and photographs. It also includes an extensive fleet list of over 350 ships which compliments this rich and fascinating history



## TRANSPORT TREASURY PUBLISHING

**TTP18 Southern to the Coast- Images**

from the Transport Treasury Archive

£14.50

Not for nothing was the Southern Railway referred to as the Holiday Line. Services departed from its major London termini to the coastal counties of Kent, Sussex, Hampshire, Dorset, Devon and Cornwall. Indeed throughout the Summer months as well as on bank-holiday weekends, throngs of trippers would arrive at the principal stations, some destined for a simple day out by the seaside whilst others would be looking forward to their annual week or fortnight's break. It was at times like these that the concourses at Charing Cross, Victoria, London Bridge and Waterloo would quickly fill much to the disruption of the ordinary passenger and at times the railway operator. However, a well-trying and practised railway coped well even if some services needed to be duplicated and even triplicated at times. In this new book author Jeffery Grayer has trawled through the Transport Treasury archive to rekindle memories of a railway both under pressure and at its best.



## LIGHTMOOR PRESS

**BD885 British Railways The First 25 Years V 11**  
North Wales, Chester and the Wirral

£22.50

The eleventh in a series of books depicting the First 25 years of British Railways covers the lines in North Wales, Chester and the Wirral peninsular. We start at Gobowen on the Great Western Railway main line from Shrewsbury going north via Wrexham to the outskirts of Chester then back to Wrexham to pick up the former Great Central Railway line to the Wirral, ending on the banks of the River Mersey at Seacombe after calling at Croes Newydd, Rhosddu and Bidston engine sheds. While on Merseyside we look at the Wirral electric units, the pioneering main line electrified suburban system.



If you'd like to be kept up-to-date with all the latest news on new titles, publication date changes and view our bargain and clearance offers, make sure you visit our website ([www.mdsbooks.co.uk](http://www.mdsbooks.co.uk)) and subscribe to our email list.

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## FEATURED PUBLISHER- DTS PUBLISHING

- DTS30 A Country Busman - Corona Coaches** £14.50  
**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

Colour photos covering the period when the bus companies forming the National Bus Company were to be sold off and de-regulation of bus services taking place. East Kent and Maidstone & District were part of the NBC and this photo album reflects the changes that came about following de-regulation. Quality images with informative captions show the changing liveries and bus types that were to be seen and will appeal to all bus enthusiasts. 349 colour photos. 96 pages hardback.



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

£21.95

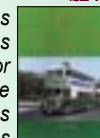
This book holds a summary of tramway development from circa 1894 and illustrates the tramcars in use until the demise of the system in 1968. They are illustrated by many photos, including those in colour taken by Wally Higgins in 1959-61. Two tram-like suburban light railways are also covered. The coverage of the buses is presented in largely photographic form and is even more profusely illustrated, largely in colour by photos taken by Charlie Sullivan during his days in the US military 1963-65. The White Bus Co. (Nai Lert), which can trace its origins back almost as far as the trams, is featured and its fleet included a number of British-built Leyland Comets and Vikings together with the products of Indian based Ashok-Leyland, as well as those of West Germany, Japan and the USA. The buses of twenty-six other operators are illustrated, including an extensive section devoted to the Transport Co. Ltd., a state-owned operation that operated its iconic orange buses within the Bangkok Municipality.



- DT5X4 Far East Buses - Bangkok - Part Two**  
 BMTA Era From 1976 £23.95  
**DT542 Far East Buses - French Indochina-**  
 Vietnam, Laos and Cambodia £25.95  
**DT507 Far East Buses - George Town, Penang**  
 Trams Trolleybuses and Hills Railway £22.95  
**DTS02 Far East Buses - Guangzhou (Canton)** £25.95  
**DT503 Far East Buses Trams and Trolleybuses -**  
 SHANGHAI from 1908 £26.95  
**DT504 Far East Buses - Macau 2nd Edition** £25.95  
**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  
**DTS95 Hong Kong Tramways 100 Years** £21.00

- DTS23 Bus Fleets on the Portuguese Islands of**  
 Madeira and the Azores £22.95  
**DT510 Portuguese Buses Volume 2**  
 Cities & Municipalities £24.95

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



- DT5X8 Portuguese Buses Volume 3**  
 The Bus Fleets Of The RN 1975-1995 £27.95  
**DT5X1 Portuguese Buses Volume 4**  
 The Bus Fleets Of The RN Successor £28.95  
**DT5X9 Portuguese Buses Volume 5 Major Portuguese**  
 Bus Fleet Before Nationalisation £37.95  
**DTS27 Singapore Buses V2 - Trans-Island Bus**  
 Service and Singapore £27.95  
**DTS26 Singapore Buses Vol 1 Part 2 Double & Single**  
 Deck Buses from 1980s- 2005 £24.95  
**DT501 Singapore Trams Trolleybuses & Buses**  
 Vol 2 1970s-1990s £26.95  
**DTS75 Singapore Buses Vol 1**  
 Singapore Bus Service P1 £19.95  
**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.



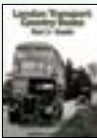


## BUS & TROLLEYBUSES

### ADAM GORDON

- AG421** Around Derby by Trolleybus £45.00  
**AG426** Trolleybuses in East Central London £30.00  
**AG428** London Transport Country Buses Part 1: South £40.00

This book covers the London Country Area (South) starting in 1949 up until the cessation of London Transport's control of the system at the end of 1969. The south area has been defined as all routes numbered in the 400 and 850 series plus a few Green Line views. A similar volume covering the north area is planned in due course. A4 hardback, 160 pages, illustrated with around 300 black & white photographs.



### AMBERLEY PUBLISHING

- 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 RELL 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.



- A9962** Bus Ancillary Vehicles - Municipal Support Fleet £15.99

**THIS BOOK IS A SOFTBACK REWORKING OF THE AUTHOR'S PREVIOUS TITLE FOR IAN ALLAN PUBLISHED IN 2001.** 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-ladders, 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. This title is a new version of the 2001 book from Ian Allan, and the photo reproduction leaves something to be desired.



- A9141** Bedfordshire Independent Buses £14.99  
**A9479** Bradford Trolleybuses: Final Years £14.99  
**A7885** Britain's Bendy Buses £14.99  
**A9459** British Buses in Colour £14.99  
**A8601** British Independent Buses in the 1980s £14.99  
**A9263** British Municipal Buses in Portugal £14.99  
**A9006** Buses and Coaches in South East Wales in the 1970s £14.99

- A9948** Buses in Greater Manchester in the 1990s £14.99

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.



- A9551** Buses in Lancashire £14.99  
**A8778** Buses in Northern England £14.99  
**A8784** Buses in Outer London Since 1990 £14.99  
**A9950** Buses of North Staffordshire £15.99

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.



- A8541** Coaches in & Around Brighton £14.99  
**A9271** Crosville: A National Bus Company £14.99  
**A8547** Diecast Model Buses £14.99  
**A9195** Dublin Buses £14.99  
**A8067** East London Buses - 21st Century £14.99  
**A8559** East Yorkshire Motor Services £14.99  
**A7682** First Western National - Bristol VR Era £14.99  
**A9463** Glory Days: Wallace Arnold £14.99  
**A9579** Golden Miller Buses Inc Cardiff Bluebird £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.



- A8896** Kent Buses £14.99  
**A8712** Leyland Double-Decker Buses £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  
**A0119** London Low-Floor Buses £14.99  
**A9388** London Routemasters in the Late 1970s and Early 1980s £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  
**A9189** Lothian Buses - 100 Years & Beyond £14.99  
**A8672** Luton & District to Arriva The Shires 1986-2000 £14.99  
**A8674** Milton Keynes Buses £14.99  
**A8637** National Bus Company Dual Purpose Vehicles £14.99  
**A9447** National Bus Company: Early Years £14.99  
**A9059** North East Buses in the 1990s £14.99  
**A9954** North Western Buses £14.99  
**A9457** Royal Blue Days £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.



- 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.



- A9968** Southern National Omnibus Company £16.99

**THIS BOOK IS A SOFTBACK REWORKING OF THE AUTHOR'S PREVIOUS TITLE FOR IAN ALLAN PUBLISHED IN 2007.** Nowhere had the 19th 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.





- A9524 Northern Counties Buses**  
During and after Deregulation £14.99
- A8742 Scottish Buses During Deregulation- Another View** £14.99
- A9147 Scottish Citylink Buses** £14.99
- A9352 Showbus- The Woburn & Duxford Years** £14.99
- A0826 Shuttle Buses- A Fleet History 1990-2020** £14.99
- A9167 Stagecoach West Scotland** £14.99
- A9127 Strathgry Scottish Buses** £14.99
- A9639 The Buses of East Scotland** £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.

- 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.

- A9487 Wessex Buses 1970-1985- Mainland National Bus Company** £14.99
- A9495 Wessex Buses 1970-1985: Local Authority Fleets, Independents & the Isle of Wight** £14.99
- A0388 Wrightbus** £14.99
- A7951 Yorkshire Buses** £14.99

- 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

- BMB0X Cardiff Bus in the 21st Century - Fleet in Focus 2** £9.95

This new softback volume in the 'Fleet in Focus' series is packed with evocative images of the Cardiff Bus operating in urban and rural settings around the city.

- BMB97 Looking Back at the National Bus Company** £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.

#### 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.

- BI404 Ribble- Celebrating the Centenary of an Iconic Bus Company** £38.00

Roger Davies, who once worked for Ribble, explores the character, operations and territory of this much-loved bus company through thirteen chapters. Each chapter contains fascinating pictures with well-written narrative that together gives the reader a sense of the time and place. In this book you will be able to travel through Ribble's vast territory that stretched from the River Mersey and Manchester up to the Scottish border. You will learn of the company's allegiance to Leyland and see its buses and coaches in action through the villages, towns and cities that they serviced. Featured in this book are Ribble's White Ladies, Sabrinas, Long Toms, Tanks, Red Setters and Gay Hostesses, amongst others.

#### BOWDEN PUBLISHING

- JBIMB Imberbus - 10 Years across Salisbury Plain** £10.00
- 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.

- JBGUY Post-War Guy Buses of Southampton** £8.00
- JB586 RT Afterlife** £15.00
- JB858 RTW London Wide** £8.00
- JB011 The Dublin Olympian** £8.00
- JB450 The Valliant Years of Coaching in West and North West London** £50.00

Authors Maurice Bateman and Chris Beer have spent many years gathering information and researching the histories of three major coach companies based in west and north-west London from the early 1920s to the present day. The histories of Valliant Direct Coaches, Cronshaw Coaches and Venture Coaches are covered in this 246-page hardback book. The book includes over 430 colour and black & white illustrations as well as fleetlists detailing the coaches operated by Valliant Direct Coaches and Valliant Cronshaw.

#### BRITISH BUS PUBLISHING

- BBNEX20 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.

- BB331 2021 First Bus Handbook** £19.25

Published in 21st February 2021. This edition contains fleet and allocation data to and including February changed. As usual, the book is enhanced with an excellent range of photographs of the current fleet.

#### British Bus Handbook

- BB356 ...Coaches 7th Edition** £19.75

This seventh edition of our British Coaches book which are 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, primarily in England. Published February 2021.

- BB355 ...Notable Independents 7th Edition** £19.75
- BBSG7 ...Smaller Groups 7th Edition 2020** £19.75
- BB305 London Bus Handbook 2019 9th Ed** £19.75

#### CAPITAL TRANSPORT PUBLISHING

- CA436 Garaging London's Red Buses - A Black & White Album** £35.00
- CA442 GS- The London Guy Special** £35.00
- CA447 London's Country Buses** £14.95

This new paperback by Kevin McCormack covers Country Buses in Lincoln green in those two decades. With over 100 photos 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
- CA437 Southdown in Austerity** £35.00
- CA450 Young Routemasters** £16.95
- 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.

- CA454 Streets of London's Buses** £30.00

Kevin's latest full colour photo album for us covers the period from 1960 to 1999. Looking at the London bus in its environment, the book includes over 150 good quality photographs from various archives with informative captions. All but a handful are previously unpublished.



**CROWOOD PRESS LTD****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.

**CW557 East Kent: Services of the Golden Jubilee Era £29.95****DEREK SIMPSON****DD208 Dundee Buses- From Green To Blue £19.95**

Dundee buses – From Green to Blue by Derek Simpson is a book which documents the changes to the city's bus fleet from the demise of the trams and Dundee Corporation through to Regionalisation and beyond. The book is softback, A4 in size 96 pages and contains 156 photos, a mix of colour and black and white, many of which have not been seen before. The book is a must read both for bus enthusiasts and for those just interested in the history and nostalgia of a bygone age.

**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.

**FAWNOON BOOKS****FB314 London's Bus Purchases 1946-1994 £24.00****FB311 Advancing in a Forward Direction- The Vehicle Purchases of the Scottish Bus Group £45.00****FB312 Glasgow's Buses £45.00****ISLE OF WIGHT BUS & COACH MUSEUM****IWM01 The Dodson Brothers & The Vectis Bus Company 1921-1929 £4.50****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****GVVT3 Over the Sea to Skye £19.95**

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.

**JOHN WEAGER****JW060 Bournemouth's Bus & Coach Station £25.00****KEITH MCGILLVRA****KM050 Heritage Edinburgh's Preserved Buses £16.00**

This book profiles each of the 35 preserved buses from the fleet of Edinburgh Corporation Transport and its successors Lothian Region Transport and Lothian Buses. Starting with the oldest, single deck Guy Arab fleet number 739 from 1948 and finishing with Dennis Trident fleet number 572 new in 2000, nearly every bus is treated to its own double page spread which includes a half page providing a summary of its history and path to preservation. Each vehicle is illustrated and for most this also includes a view of the bus when in service on Edinburgh's bus routes. The book includes a fleetlist of all 35 buses, giving body, chassis and seating details along with year new, fleet number and registration number. Further photographic sections show the buses at rallies, on special running days etc and a double-page spread of night time shots. This is a book which will appeal to both enthusiasts and anyone with a nostalgic interest in Edinburgh and its transport.

**KEY PUBLISHING****KE007 Bristol Lodekka £14.99**

**THIS BOOK IS A SOFTBACK REWORKING OF THE AUTHOR'S PREVIOUS TITLE FOR IAN ALLAN.** Lodekkas first appeared in service during the period when the passenger transport industry was enjoying a peak in popularity. Passenger numbers were among their highest ever in the provinces and most members of society relied on public transport for journeys to & from work or school. The Lodekka was supplied only to state owned transport operators, yet some 5217 examples were built between 1949 & 1968, making it one of the most familiar British double decker bus types throughout the 1950's, 60's & 70's. This book features a huge variety of photographs, including a number of official views and recalls a period when Bristol Lodekkas not only formed the mainstay of many provincial bus fleets but also one in which company liveries were closely associated with specific areas of the country, it gives a colourful look at the different liveries & locations as it worked across the country with a variety of operators.

**KE566 Buses Year Book 2021 £17.99**

Buses Yearbook is an annual publication linked to the monthly Buses Magazine and has been published in various guises every year since the early 1960s. Long established, it has become one of the most anticipated releases in the enthusiast calendar. Edited by highly-respected author, Stewart J Brown, this latest edition includes a tried and tested mix of articles and photo-features, both historic and contemporary, covering a wide range of subjects of road transport interest.

**KE653 Go Ahead Group- The First 25 Years £14.99**

**THIS BOOK IS A SOFTBACK REWORKING OF THE AUTHOR'S PREVIOUS TITLE FOR IAN ALLAN PUBLISHED IN 2012.** Go-Ahead began life as the Gateshead-based Go-Ahead Northern bus company after the privatisation of the National Bus Company in 1987. Early expansion saw the acquisition of a number of smaller bus operators in the North East. During the 1990s, it entered London, where it rapidly became the largest provider of bus services in the UK capital. It has subsequently acquired operations across England. It also currently operates Govia Thameslink Railway. More recently, it has established an overseas presence and runs franchised operations in Singapore, Dublin, Germany and Norway. Illustrated with over 150 colour photographs, this book looks at its first 25 years in detail.

**KE028 Leyland Atlantean £14.99**

**THIS IS A PAPERBACK REISSUE OF THE IAN ALLAN TITLE THE LEYLAND ATLANTAEAN.** The Leyland Atlantean revolutionised bus layouts in Britain, setting a standard that has dominated double-deck designs for the last 60 years. Appearing in the late 1950s, when the bus market was dominated by the rear-entrance/front-engined double-deck design, it represented a hugely significant change, and was probably the last British designed and built bus to achieve massive sales worldwide, with the list of operators both at home and abroad being legion. In this book, Gavin Booth looks back at the development of the Leyland Atlantean from its origins in the 1950s and examines its importance over the past half-century.

**KE014 London Transport 1949-74 £14.99****KE034 London Transport 1970-84 £14.99**

**THIS IS A SOFTBACK RE-ISSUE OF THE IAN ALLAN TITLE LONDON TRANSPORT 1970-84, (ORIGINALLY PUBLISHED 2013).** This reissue of London Transport 1970-84 covers the gently declining years of London's bus operations, wherein the venerable RT and Routemaster types were compelled to give way to ambitious modern buses like the Merlins, Swifts and DMSs. These enjoyed less success, however, and their time in London was short, affording the Routemasters a reprieve which would last for two and a half further decades. The 120 stunning colour images from the camera of noted bus and railway photographer RC Riley are accompanied by detailed and informative captions giving the full picture of this time of huge change.

**KE005 Merseyside Transport The 1950s-1970s £14.99**

**THIS BOOK IS A SOFTBACK REWORKING OF THE SAME AUTHORS' PREVIOUS TITLE MERSEYSIDE TRANSPORT RECALLED FOR IAN ALLAN.** Merseyside can claim, with some justification, to have provided the transport enthusiast with a greater variety of the transport modes than anywhere else in Britain. By the 1950's, with many long-lasting scenes about to disappear, photographers began faithfully to record what they saw in colour. It is these images, including road, rail, sea and other modes of transport, that illustrate this nostalgic pictorial portrait of key aspects of the richly varied scene. Taking the reader on a journey from Liverpool and its suburbs to Birkenhead and Wallasey, with the one small detour to include views of the remarkable Runcorn Transporter Bridge, this book gives a full-colour view of the historic transport that was part of the Merseyside townscape from the 1950s to the 1970s.





**KE593 York Independents-  
Eastern Stage Bus Operators £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.

**KE009 York Independents-  
Western Stage Bus Operators £14.99**

The city of York stands at the confluence of the rivers Ouse & Foss on flat arable land called the Vale of York, which is bordered to the west of the Penn, to the north east by the North York Moors & to the east by the rolling Yorkshire Wolds. Outside the city are villages and bus operators were needed to provide services linking these local villages & towns with York, especially on market days. Consequently, routes were very rural & besides catering for the traditional market day shoppers, they often carried a considerable volume of passengers to work in York. This book, the follow up to 'York Independent- Eastern Stage Bus Operators', tells the story of stage bus companies, including Hopes Motor Services, Hutchinson Brothers, Reliance Motor Services, GE Sykes & Son & Majestic of Cawood, who operated from the West of York. Including over 150 photos, many in colour, it shows how most of the companies covered started out as family-based operators before expanding to offer excursions & private hires.

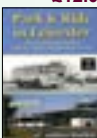
**KEITH SHAYSHUTT**

- KS321** North Devon's Buses from the 1960s £21.50  
**KS302** Western National in the 1990s £19.50

**LEICESTER TRANSPORT HERITAGE TRUST**

- LTH9** Park & Ride in Leicester - Story of the Ups & Downs of 55 Years of 'Park & Ride' Bus Services in the City £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 right up to the ordering of 13 Yutong battery-electric buses in June 2020. A4 softback, 36 pages with 80 black & white and colour photographs.

**LES SIMPSON**

- LS004** National Express Fleet List 24th Ed 2021 £3.95

Correct to December 2020, the 2021 National Express Coaches, West Midlands and XPLORE Dundee fleet book is A6 pocket size, 32 pages. Inside these pages contains a full fleet list and their garage locations and a page at the back to write your notes and findings as you explore the full fleet of on the road for National Express this year.

**LONDON HISTORICAL RESEARCH GROUP**

- OS125** London's Buses Volume 3-  
Country Area Independents Part 2 £35.00

- OS118** LT, LS and LTC Vehicle Histories  
Vol 1 LS1-13 LT 1-700 £12.00

Continuing the vehicle histories series published by the late John Hambley, LHRG presents the illustrated histories of the LT-class AEC Renowns, together with their precursors the LS-class London Sixes and the LTC-class Renown coaches. In two volumes: volume 1 includes the introduction, LSs and LT 1-700.



- OS129** LT, LS and LTC Vehicle Histories  
Vol 2 LT 701-1429 LTC 1-24 £12.00

This second volume covers LT 701-1429 and the LTCs. In common with the earlier books, information given for each bus includes body and chassis details, overhaul dates, garage allocations and disposal information. This volume, like its counterpart is A4 softback, 192 pages, illustrated throughout in black & white.



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

**MALVERN HOUSE PUBLICATIONS**

- MH164** Bus and Coach Album 1 £5.95  
**MH153** Leyland Album Part 2- Buses & Coaches £5.95

**MUSEUM OF TRANSPORT**

- MT203** Buses of Greater Manchester in the 1960s £5.00  
**MT205** Buses of Greater Manchester in the 1970s £6.00  
**MT202** The Long Reach - Manchester and Salford's Cross-Boundary Bus £17.00

**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 and Others £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

- PG327** Early Indies of the Maidenhead Area £15.00

Paul Lacey continues his study of early independent bus operators this time turning his attention to the Berkshire town of Maidenhead. This A4, softback volume is well illustrated as usual and includes details of around 20 operators.



- 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.

**PAUL LLEWELLYN PUBLISHING**

- PLP22** Leopards Prowl  
Around Southdown and Beyond £25.00

The history of 166 Leopard saloons from delivery to disposal. Paul Llewellyn shares a lifetime of knowledge about the history and use of the Southdown Leopard saloons. Brim-full of facts and photos, his love and enthusiasm for these vehicles is evident on every one of the 200 pages, hardback.

**PEN & SWORD**

- P6412** A Transport Journey in Colour- Street Scenes of the British Isles 1949-1969 £25.00  
**P5714** British Indie Bus & Coach Operators £25.00  
**P5718** British Municipal Bus Operators- A snapshot of the 1960s £25.00  
**P4967** Last Years of the London Metrobus £30.00  
**P5541** Buses Along The South West Coast Path from Minehead to Poole Harbour via Land's End £25.00  
**P4971** Last Years of the London Titan £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  
**P4831** Vintage Buses in Glorious Devon £25.00  
**P0115** Yesterday's Buses- The Fascinating Quantock Collection £25.00

- 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 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.



- P4963** The London Volvo B9TL and B5LH £30.00  
**P2104** Today's London Buses £35.00

Today's London Buses, covers the London bus scene of the last ten years, including pictures of bus types used in the capital on its major services. This volume looks at various routes across London during this period and the variety of vehicles that have been used in that time frame. Some of the services depicted in this book have changed, or ceased to operate, during the period covered in this book. The author has set out to cover in broad terms, the colour and variety of London bus operation during this period of great change to bus services, during the last decade.



- P5554** United Counties Buses £30.00

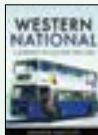
This book begins by taking a brief look at the expansion of the United Counties Omnibus Company from its formation in September 1921 through to its demise in October 2014. The company acquired over fifty independent operators between 1922 and 1938 giving the company prominence in Northamptonshire and 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.





**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.


**RIBWICK BOOKS**
**RWB27 Livin' in the Outside Lane-  
Working for Ribble and Standerwick £14.99**
**SEAN MILLAR PUBLISHING**
**SM926 AEC Buses in New Zealand 2nd Ed £14.00**
**Commercial Bus Body Builders of New Zealand**
**SM924 ...Part 1 Austral to Hawke £14.00**
**SM925 ...Part 2 Johnson & Smith to Wilton £14.00**
**SILVER LINK**
**Buses & Coaches of Walter Alexander & Sons**
**S4559 ...1955-1956 £25.00**
**S4560 ...1960 £25.00**

Walter Alexander was registered on May 23, 1924 and for many years was the largest bus company in Scotland. For more than 30 years the operations were divided into three areas - Southern, Fife and Northern. This pictorial book will cover all three areas with views taken in 1960, featuring a number of buses from the acquired operators.


**Buses, Coaches & Recollections**
**S4542 ...103 1966 £8.00**
**S4520 ...95 1976 £6.00**
**S4531 ...96 1977 £8.00**
**S4574 ...1979 £8.00**

The wonderful buses and coaches of 1979 are showcased in this fully illustrated volume. It was an eventful year which saw the end of the 'Winter of Discontent', the Royal Navy's withdrawal from Malta, the opening of the Jubilee Line and Margaret Thatcher becoming Prime Minister. Among the vehicles pictured are rare and unusual models as well as types that will be familiar to older readers. This series is intended to build into a collection placing road transport in the context of key events, thus providing an historical perspective of travel in times past.


**S4565 London Buses, Coaches &  
Recollections 93 1970 £8.00**

1970 was a significant year in the history of London buses, for on 1st January, the Country Area was taken out of the control of London Transport. The Green Line network had been set up in the 1930s, with comfortable coaches and well-appointed green buses operating a vast and successful network. However, by the end of the 1960s the network was showing a considerable deficit. From that landmark moment in 1970, this book takes the story forward into the decade which included the final withdrawal of the iconic RT and RF buses. However, for the enthusiast, and particularly those who delighted in the extraordinary variety of vehicles on offer, the 1970s was a fascinating period, as the pictures included here illustrate. By the end of the decade things were improving, at least in the Central Area. The years since the 1970s have shown clearly that while London's buses were then undoubtedly 'down', they were far from 'out'.


**SIMON GILL PUBLISHING**
**SG730 Fifty Years of Confidence £19.00**

Published to mark the 50th Anniversary of Leicester operator Confidence Bus & Coach Hire this book has two parts. Part one charts Ken's lifetime interest in buses beginning in his native Birmingham before moving to Leicester. He tells how operations evolved including some amusing anecdotes about his career. Part Two describes the fleet of 90 vehicles in detail with a complete history and at least one photograph of every one, including fascinating facts about some of the fleet. A full fleet list is included, together with details of the 27 buses and coaches that have been preserved at one time or another. The book concludes with some interesting statistics and three weeks in the life of a former driver. The book is lavishly illustrated and will appeal to anyone interested in Confidence, Leicester City Transport, Midland Red, Southdown, London Transport, Birmingham and many other operators. It has been professionally designed and is perfect bound with a quality limp cover.


**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 which is sadly now out of print.


**SEC79 Brighton Hove & District Fleet History Pt 13 £7.00**
**SEC80 Southdown Fleet and Routes 1939 £7.00**
**SEC82 Sussex Independents 2019 £6.00**
**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 photographs.


**SOUTHERN GENERAL**
**SG780 The Setright and TIM Tickets of Southdown  
and Brighton Hove £11.00**
**STENLAKE PUBLISHING**
**The Bradford to Queensbury Bus 1949-1974**
**ST842 ...Part 1- The routes up to 1969 £10.95**
**ST843 ...Part 2- The Buses up to 1969 and  
Buses and Routes to 1974 £10.95**
**ST885 The Keswick to Borrowdale Bus £11.95**
**ST887 RCA-Serco/RAF Fylingdales Contract Buses £11.95**
**ST893 Tommy's Bus, aka Burrows & Sons £11.95**
**ST883 Wheels Around the Highlands and  
Hebrides in Colour £11.95**
**ST861 Cumbria Buses: Barrow in Furness 1948-89 £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**

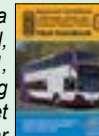
Described by the author as 'a delightful country bus operation' Hardwick's life as a bus operator started in 1922. When David Hardwick retired in 1922 he sold the business to a coal merchant from Hull. A few years later they, in turn, sold it on to Wallace Arnold who added the stage operations to their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


**ST858 Farsley Omnibus Company and  
Kippax & District Co Ltd £11.95**
**ST824 Perth's Trams and Early Buses £16.95**
**ST859 Skipton 1967 with Pennine, Laycock,  
Ribble and West Yorkshire Buses £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.


**STEVE KNIGHT MEDIA**
**2020 Fleet Handbooks**
**SKM49 ...East Yorkshire & Scarborough Locals £6.50**
**SKM52 ...Stagecoach East £6.50**
**SKM51 ...Stagecoach East Midlands £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.


**SKM50 Stagecoach Oxfordshire Fleet £5.00**

This pocket sized book contains 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.


**SWISS RAILWAY SOCIETY**
**SR129 Swiss Postbuses 2nd Edition £28.00**
**TRANSPORT MUSEUM WYTHALL**
**MOB02 More Days of Seeing Red- More Stories of Every-  
day Life on the Midland Red in the 60s & 70s £10.00**
**TRANSPORT TICKET SOCIETY**
**TTS86 Saudi Arabia- Tickets and Tribulations £8.50**



**TTS89 Catalogue of Punch-Type Tickets of Ipswich Corporation 2nd Edition £15.00**

Originally published as a listing of Ipswich punch type tickets without illustrations in the 1970's. Using the original data and adding further information since the original publication. The addition of colour illustrations from members collections enhances this definitive compendium of Ipswich punch type tickets.


**TROLLEYBOOKS**
**TB532 A London Trolleybus Reborn £25.00**

The surprisingly wide-ranging story of London's Q1 trolleybus 1812, now 72 years old. Our latest publication presents the capital's newest and many say finest trolleybuses with details of their history in south west London and export to Spain for further use. After nearly thirty years of hard service, 1812 returned to the UK and after another thirty years, was finally restored. Life in preservation and full details of sister vehicles in London and Spain add to an extensive backstory. 122 pages and 256 pictures and maps. Hardback.


**ULSTER HISTORICAL FOUNDATION**
**UHF68 Busmen in the Firing Line £19.99**
**VERNON MORGAN**
**VM455 Davies Bros (Pencader) Ltd £22.50**
**VM456 Rees & Williams and West Wales Motors, Tycroes (Ammanford) £20.00**
**VISIONS INTERNATIONAL**
**VISEM East Midlands Buses, Trolleybuses & Coaches in the 1960s £14.95**

This fourth book featuring Jim Blake's photographs of buses, coaches and trolleybuses outside London in the 1960s covers operators in the East Midlands. In that area, effectively comprising Derbyshire, Leicestershire and Nottinghamshire, there was a fascinating array of fleets with a wide variety of vehicles. These ranged from the municipal fleets, two of which still had trolleybuses, to major operators in the B.E.T. and Tilling Groups and to a variety of independent fleets, the best known of which was Barton of Chilwell who had a very diverse collection of vehicles indeed. Many of these photographs have never been published before.


**Jim Blake's**
**VIS22 ...All Change on the Buses 1967-1995 £19.95**
**VISX6 ...Central Southern England Buses, Coaches & Trolleybuses in the 1960s £14.95**
**VIS24 ...East Anglia Buses & Coaches in the 60s £14.95**
**VIS27 ...Sold! LT Buses' Second Coming £19.95**
**VIS31 ...South East England Buses, Trolleybuses & Coaches in the 1960s £14.95**
**VISXX Out & About With E London 1989-2019 £19.95**
**VIS28 The LT Area 1 South East London £18.95**
**VIS30 The LT Area 2: South West London £19.95**
**VIS33 The LT Area 3: West London £19.95**
**VISA9 The LT Area 9: Central London East £21.95**

This ninth book in Jim Blake's series featuring his photographs in various parts of the London Transport Central Area features the eastern part of Central London, the City of London itself and the Holborn area. Once again, the book is brimming with nostalgia showing not only the buses themselves, but also other road traffic, buildings no longer existing and the people's fashions of the 1960s, 1970s and 1980s. Also, for good measure, several famous London landmarks are included too.


**WILLOWHERB PUBLISHING**
**WH784 West Yorkshire Thirty Years Gone £16.95**
**WOOLYBUS**
**WB406 2019 Arriva Fleet Book £18.00**
**WB407 2019 West Midlands Bus Fleet Book £15.00**
**WB408 2020 London Fleet Book £19.50**
**WB409 2020 Stagecoach Fleet Book £18.00**
**WB411 Vehicle History File- London DMS £22.50**
**WB410 2021 FirstGroup Fleet Book £18.00**

Released late-December 2020 is the latest edition of the FirstGroup Fleet Book. Consisting of 160 pages and containing over 120 full-colour photographs, this book is a must for all who follow FirstGroup. Up to date to the end of November, this book covers all of the rail and bus operations of FirstGroup within the mainland UK. A5 softback with over 120 colour photographs.


**NON TRANSPORT**
**AMBERLEY PUBLISHING**
**A9217 British Military Dinky Toys £14.99**
**A8874 Die-Cast Commercial Vehicles £14.99**
**CROWOOD PRESS LTD**
**CW713 Architecture of British Seaside Piers £27.50**

Of all the architectural delights of British seaside resorts, the most astonishing and idiosyncratic is the seaside pier. Remarkable visual spectacles, piers are architecturally extraordinary in concept and at times outrageous in execution. They brought together the Victorian genius for technological and material innovation, architectural ambition and engineering ingenuity in the search for new designs for leisure (as well as profit) over the sea. This superbly illustrated book explores the history of the design processes leading to the architectural and engineering innovations that have allowed people to walk on water in such diverse and delightful ways.


**LIGHTMOOR PRESS**
**LPR61 A Complete Guide to the Engine Houses of Mid-Cornwall £18.00**
**OAKWOOD PRESS**
**OA459 Brotherhoods, Engineers for Power, Transport & Weapons £26.00**
**PEN & SWORD**
**P7186 Aircraft and Aviation Stamps- A Collector's Guide £16.99**
**SAFEHAVEN BOOKS**
**SHB31 Seats of London- A Field Guide to London Transport Moquette Patterns £12.99**
**TRAMS & LIGHT RAIL**
**ADAM GORDON**
**AG423 Next Stop Seaton! Revised & Enlarged Ed £25.00**
**AG425 Tramways of Brighton & its Surrounds £25.00**
**AMBERLEY PUBLISHING**
**A9400 Hill's Tramroad- £14.99**
**Blaenavon World Heritage Site £14.99**
**A9553 Old Edinburgh Trams £14.99**
**A8722 Wolverhampton Trams & Buses £14.99**
**FONTHILL MEDIA**
**F9034 Baltimore Streetcar Memories £20.00**
**F9148 Philadelphia's Streetcar Heritage £22.00**
**GRAFFEG**
**Lost Tramways of England**
**GR440 ...Bradford £8.99**
**GR437 ...Brighton £8.99**
**GR350 ...Leeds West £8.99**
**GR438 ...North Birmingham £8.99**
**GR439 ...South Birmingham £8.99**
**Lost Tramways of Scotland**
**GR441 ...Aberdeen £8.99**
**GR442 ...Dundee £8.99**
**GR351 ...Edinburgh £8.99**
**HALSGROVE PUBLISHING**
**HA335 The Portsdown & Horndean Light Railway Then & Now £9.99**

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.


**HEATHFIELD PUBLISHING**
**CA438 The Electric Tramways of East Kent £25.00**
**CA451 Wires Above South East London £25.00**

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.


**LEEDS TRANSPORT HISTORY SOCIETY**
**LTH40 Leeds Pubs and Cinemas by Tram £18.00**
**LOAGHTAN BOOKS**
**LB023 Power, Poles & Platelaying- Keeping the MER on Track £19.95**
**LRTA**
**LRT58 Tramways in Bolton £25.00**
**LRT59 Tramways in Vienna in Colour 1956-78 £29.00**
**LRT60 The Leaving of Liverpool £32.50**

This is an attempt to document the run down of the Liverpool tram system by bringing together all the known information by following, in diary form, its detailed decline. Despite investing in hundreds of new trams and opening an extension as late as 1944, the City Council approved a complete conversion programme the following year. What led to this sudden change of policy? How far were powerful, local politicians involved? Were the figures produced by The Transport Department an entirely accurate representation of the post-war alternatives? Did they include the cost of track removal and road resurfacing? Had trams been built, and extensions laid, to the highest standard? Was there a breakdown in communication between different areas of the Transport Department? Did wartime neglect and post-war shortages lead to the inevitable? Why was so much track re-laid after the war only to last a few years? Could/ should any part of network, with its miles of segregated 'grass tracks' have been retained?


**LRT70 Tramway Review- Celebrating 70 Years £14.00**

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.

**MIDDLETON PRESS**

**M5631 Colchester Tramways £18.95**

**OAKWOOD PRESS**

**OA742 Cleobury Mortimer & Ditton Priors Light Rly £13.95**

**OA743 The Leighton Buzzard Light Railway £37.00**

**PEN & SWORD**

**P0904 Blackpool Streamlined Trams £25.00**

**P7118 Regional Tramways- London Transport £25.00**

**P1953 Croydon Tramlink- A Definitive History £30.00**

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.



**P0908 The London 'E1' Tram £25.00**

**P0213 The London Feltham Tram- The Evolution of a Classic Tramcar £25.00**

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

**PLATFORM 5 PUBLISHING**

**PF176 Sheffield: From Tram to Tram-Train £19.95**

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.



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

**ROBERT SCHWANDL PUBLISHING**

**MET63 Tram Atlas Northern Europe 2nd Ed £22.00**

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.



**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.



**MET64 U-Bahn, S-Bahn & Tram in Hamburg £20.00**

**MET58 Berliner U-Bahn- Linien: U4 £21.00**

**MET59 Tram Atlas Benelux £20.00**

**MET60 Tram Atlas Deutschland/Germany 5th Ed £20.00**

**STENLAKE PUBLISHING**

**S1748 The Bessbrook and Newry Tramway £10.95**

**TROLLEYBUS CURRENT**

**TC576 Trolleybus Current Special No 3- Trolleybuses System in Pictures £11.00**

Trolleybus Current special issue number 3 is a compilation of the first twenty four issues, featuring representative images of trolleybuses at each system. They are taken at the same date and presented in the same chronological order and format as the original issues but which are different (with the exception of Shanghai) from those included in the originals. Where appropriate, very brief notes provide updates to early 2020, although maps are not included. A4 size. 48 pages. Full colour.

**YESTERDAYS WIRRAL BOOKS**

**YW141 Birkenhead Tramcar Manufacturers 1859-1913 £15.00**

**RAILWAYS****AMBERLEY PUBLISHING**

**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.



**A9477 Berkshire Traction £14.99**

**A8587 Beyer, Peacock & Co of Manchester £14.99**

**A8545 BNSF Railway £14.99**

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

**A8557 Britain's Railways in the 1970s £14.99**

**A8207 Class 150 Sprinters £14.99**

**A8589 Class 26, 27 & 33 Locomotives £14.99**

**A9275 Crewe in the Days of BR Blue £14.99**

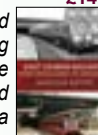
**A8019 Devon Traction £14.99**

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

**A9966 East Anglia and the East Coast Railways- The Late 1940s- Late 1960s £14.99**

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

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.



**A8217 Electrostars EMUs £14.99**

**A8621 Elegance in Engineering- The Classic British Steam Locomotive £14.99**

**A0191 English Electric Diesel Locomotives £14.99**

**A9348 European Steam in the 1970s £14.99**

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

**A9187 First Generation Scottish DMUs £14.99**

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

**A7370 Freightliner Locomotives £14.99**

**A9097 French Railways A-Z £14.99**

**A8211 GB Railfreight £14.99**

**Glory Days**

**A9964 ...Steam in East Anglia £14.99**

**A9455 ...Western Region Steam Around London £14.99**

**A9557 Great Central Railway the Decline & Fall £14.99**

**A9453 Green Diesel Days £14.99**

**A9314 GWR Locomotives- The Hall Class £14.99**

**A9302 GWR Locomotives The Manor Class £14.99**

**A8770 Hungarian Railways £14.99**

**A8443 Iberian Railways £14.99**

**Industrial Locomotives & Railways of**

**A4942 ...Scotland £19.99**

**A4940 ...the North East £19.99**

**A4944 ...Wales £19.99**

**A9022 Internal User Vehicles on Britain's Rlys £14.99**

**A8844 Irish Traction: Iarnod Eireann £14.99**

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

**A9235 Last Call for Steam: Chasing Locos in the 1960s £14.99**

**A7761 Locomotives of the Victorian Railway- The Early Days of Steam £14.99**

**A8898 London Rail Freight Since 1985 £14.99**

**A9461 Maunsell Locomotives £14.99**

**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.



**A9738 Preserved Rlys of Eastern England £14.99**

**A6896 Railroad of Colorado £14.99**

**A8259 Railroads of Montana £14.99**

**A8310 Railways Around Hampshire £14.99**

**A8968 Railways Around Selby £14.99**

**A9237 Railways at Night: From Dusk til Dawn £17.99**

**A9384 Railways in the Peak District £14.99**

**A9420 Railways of the Black Country £14.99**

**A8595 Rlys of the Middle East- British Influence £14.99**

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

**A892X Renewing Britain's Railways: Scotland £14.99**

**A8535 Search for Steam: British Rail 1963-66 £14.99**

**A8539 Search for Steam-Industrial Rlys 1964-66 £14.99**

**A7602 Second Generation EMUs £14.99**

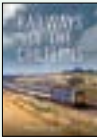


**A9016 Rail Rover- East Midlands Rover £15.99**

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 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 £15.99**

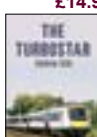
The Chilterns consist of a band of chalk hills to the north-west of London stretching from Oxfordshire to Hertfordshire. It so happened that these hills were directly on the routes of five major companies' routes to the North and Midlands. These were: the Great Northern, the Midland, the London & North 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**

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 Cokerhill 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.

**A9528 The Hoppers- Limestone Traffic £14.99****A7187 Somerset Traction £14.99****A8571 South Devon Railway £14.99****A8900 South Wales Rlys Around the Millennium £14.99****A9581 South Wales Railways in the 1980s £14.99****A9631 Southern California Railways £14.99****A9911 Steam Trains- Magnificent History of Britain's Locomotives from Stephenson's Rocket to BR's Evening Star £9.99****A9344 1896 Light Railways Act- The Law that Made the Heritage Railways Possible £14.99****A8153 Architecture & Infrastructure of Britain's Rlys: West Midlands, Wales & the West £14.99****A8842 Bluebell Railway: 60 Glorious Years 1960 £14.99****A9526 Branch Lines of East Anglia: Harwich Branch £14.99****A8746 The East Coast Main Line King's Cross to Peterborough £14.99****A8185 Eastern Region in the 1970s & 1980s £14.99****A9034 End of Steam in the NW of England £14.99****A9042 The End of the Woodhead Route £14.99****A8935 The Extraordinary Daddy-Long-Legs Railway of Britain £14.99****A7104 The Grand Crimean Central Railway £14.99****A9267 The Great Eastern Main Line: London Liverpool Street-Norwich £14.99****A9822 The London, Midland & Scottish Railway Vol 7- St Pancras to Sheffield £14.99****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.

**A7248 Midland & Great Northern Joint Railway Through Time £14.99****A9149 North Yorkshire Moors Railway in the 1970s- The Memoirs £14.99****A8308 Scottish Rail Scene in the 21st Century £14.99****A9766 Stanhope & Tyne Railroad Company £14.99****A7973 Victorian & Edwardian Rly in Old Photos £14.99****A7598 Trains Around Peterborough £14.99****A7600 Trains on the Midland Main Line £14.99****A8782 Turkish Steam Railways £14.99****A8543 Union Pacific Railroad £14.99****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.

**BB093 The Making of a Railway Artist £25.00****BELLCODE BOOKS****BEL33 Railway Memories 30 Chesterfield, Staveley and the Hope Valley £17.99****BEL34 The Disappearing Railway- Celebrating the Classic Railway Scene £20.99**

In well over 200 colour pictures dating from the 1970s to the 21st century, this book illustrates the many charming classic features such as semaphore signals, gated level crossings, old steam engine water columns and wayside goods yards that are rapidly disappearing from our modern digitalized railway network. Most pictures, which are of locations all over Britain, include trains to add movement and further interest, and are arranged in chronological order to further illustrate the ways in which the railway has changed over the last half century.

**BOOK LAW PUBLICATIONS****BL547 Diesels & Electrics on BR in the 70s & 80s £23.99****B4912 Graveyards of Steam £19.99**

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.

**B2599 London's East End Traction- Steam, Diesel & Electric £23.99****B4903 SFTP Railways in and Around Manchester and Stockport (the Modern Era) £23.99****The Last Years of Steam on the****B2595 ...Eastern Region £19.99****B2596 ...London Midland Region £19.99****B2594 ...Southern Region £19.99****B4900 ...Western Region £19.99****B4906 Great Northern Railway- Back Line £27.95****Steam Memories 1950-60s****B4904 ...109 Scottish Region Engine Sheds 66B to 68D & Sun Sheds £9.99****B4910 ...98 Scottish Region Engine 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.

**B4901 Heyday of the Early British Rail Diesels £19.99****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 Locomotives £21.99****BRYNGOLD BOOKS****BG051 Barry Railway its Docks & Successors £35.00****CAPITAL TRANSPORT PUBLISHING****CA455 Away from it all by Underground £19.95**

There have been a number of books on the subject of Underground posters, but these have mainly dealt with the large posters seen on walls inside and outside Underground stations. However, there were also many smaller posters and these were often known as car cards or panel posters and they were mainly designed to appear inside the vehicles themselves. These smaller posters have not previously been given the attention they deserve, even though the fame of their designers and the quality of their design can often equal that of the larger and better-known posters. This book hopes to go some way to correct this omission.

**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.

**CA439 Green Diesels in View £22.00****CA430 London District Railway Volume Two £35.00****CA452 London's Disused Railway Stations- Inner South East London £19.95****CA441 The Birth of the Tubes £16.95****CA440 The Story of London's Underground £25.00****CRECY****CR597 Hornby Magazine Yearbook No 12 £17.99****CR567 Hornby Magazine Yearbook No 13 £18.99**



**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.



**CR020 abc Rail Guide 2021 £25.00**

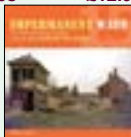
abc Rail Guide 2021 is the most comprehensive and accurate single volume reference source on the contemporary railway scene. Portable, up to date, concise, easy to use, with Train Operating Company route maps and colour photographs throughout, this is the essential guide for all railway enthusiasts seeking to keep up to speed with the dynamic and rapidly changing railway landscape throughout the British Isles.



#### Impermanent Ways

**CR890 ...Vol 14 - Devon & Cornwall Revisited £12.95**  
**CR896 ...Volume 15 - Across the Shires £12.95**

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.



**CR663 Let's Go Railway Modelling £19.99**

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.

**CR681 Rail Atlas of GB & Ireland 15th Ed £20.00**

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.



**CR698 Railway Atlas Then & Now 3rd Edition £20.00**

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.



**I3871 Complete Atlas of the Railways of South West and Central Southern England £40.00**

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

**CR885 GWR Goods Cartage Volume 2- Garages, Liveries, Cartage & Containers £29.95**

**CR894 Northern Rail Rover £20.00**

**CR962 Peter Gray's West Country Railways £25.00**

**CR893 Southern Way Issue No 49 £14.95**

**CR895 Southern Way Issue No 50 £14.95**

**CR898 Southern Way Issue No 51 £14.95**  
**CR899 Southern Way Issue No 52 £14.95**

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.



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

**CR970 Southern Way Special Issue 17 £16.95**

**CR969 Acquired Wagons of British Rlys Vol 3 £25.00**

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.



**CR897 The Evolving Railway 1951-1976 £20.00**

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.



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

**CR568 The Modern Railway 15th Edition 2021 £25.00**

**CR892 Somerset & Dorset from the Footplate £9.95**

**CR958 Yellow Trains- Ten Years of Testing £25.00**

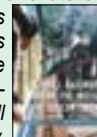


#### CROWOOD PRESS LTD

**CW623 Electronics & Wiring for Model Railways £19.99**

**CW808 Hill Railways of the Indian Subcontinent £25.00**

This book describes seven branch lines which climbed into the mountain ranges that span the length and breadth of the countries of India and Pakistan. Some - like the Darjeeling Himalayan - are well known, but others - like the Zhoob Valley, Khyber Pass and Kangra Valley lines - are less so. Unsurprisingly, as hill railways, most of them reached remarkable heights, many using ingenious feats of engineering to assist their climb into seemingly impenetrable terrain. These lines served diverse locations, each with its own characteristics, from the hostile territories of the North-West Frontier, along the spectacular foothills of the Himalayas, skirting the Western Ghats of the Deccan down to the gentle rolling landscape of the Nilgiris, or Blue Hills, of South India.



**CW745 History of the Bakerloo Line £20.00**

**CW792 Scottish Highland Railways £19.99**

Scottish Highland Railways describes eight great journeys by rail through northern Scotland, detailing the history of the lines while travelling along their modern-day routes. In addition, the landscapes, regional history, stations and services available are all described. The areas covered are east coast, the Grampian region, the highland main line and the Far North, West Highland and Oban, Mallaig and Kyle of Lochalsh.



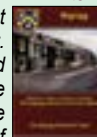
**CW737 Severn Tunnel Junction £20.00**

**CW711 The Architecture and Legacy of British Railway Buildings £25.00**

#### 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**

#### EM JOHNSON

**EMJ79 A Railwayman's View - The Photographs of Ronnie Gee £15.95**



## FONTHILL MEDIA

**F5823 Class 142 - Bus That Became a Train £18.00**

The British Rail Class 142 Pacer was an attempt to produce a cost-effective train to replace the worn-out and elderly first-generation BR Diesel Multiple Unit fleet that had been introduced in the late 1950s. The Class 142 concept was a marriage of proven bus technology, traditional railway chassis and powertrain by utilising modular Leyland National Bus Bodies mounted on a substantial steel underframe and powered by conventional underfloor diesel engines. They came at a time when the network was lacking in investment, and when first introduced from 1985 onwards, they presented a fresh, bright and clean image, breathing new life into many suburban and rural services. Unfortunately, soon after introduction, there were serious reliability problems, which necessitated much re-engineering and design issues. However, the British Rail Class 142 Pacer became a familiar sight across the network. With the remaining 94 trains now all past their 30th birthday, the fleet is to be retired in 2020.

**F5709 Further Along the Tracks £16.99****F5767 Network Greater Manchester £16.00****F5761 Scottish Railways in the 1960s £22.00****F5802 Lancashire Derbyshire & East Coast Rly Vol 3: A LD & ECR Micellany the Mansfield Railway & Mid-Nott'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.



## FREIGHTMASTER

**FM293 Chasing Trains £19.50****FM294 Chasing Trains 2 - A New Dawn £19.50****FM295 Chasing Trains 3 £19.50**

## GOODHALL PUBLICATIONS

**GP967 Harold Gasson's Steam Days £9.99**

## GRAFFEG

## Lost Lines of England

**GR487 ...Birmingham to Oxford £8.99****GR486 ...Ryde to Cowes £8.99****GR44X ...The Cheddar Valley Line £8.99**

## GREAT NORTHERN BOOKS

**GN199 Gresley's A4s £27.50****GN105 Gresley's V2s £25.00****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****GN125 Yorkshire Steam 1948-1967 £19.99**

## GRESLEY BOOKS

**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?

**GB825 Before Rocket - Steam Loco 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****GB819 Brunel's Big Railway Creation of the Great Western Railway £14.99**

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 dizzier heights.

**GB844 Parkway Railway Stations £12.99**

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.

**GB802 The World's Most Famous Locomotive - Flying Scotsman £14.99**

## HAYNES LTD

**HA689 Flying Scotsman £12.99****HA266 Inter-City 125 Owners' Workshop Manual £25.00**

## HISTORY PRESS

**H9265 Early & First Generation £20.00****Green Diesels in Photographs £20.00****HP151 Mallard £16.99****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.



- H8982 The Changing Railways of Britain - From Steam to Diesel & Electric £25.00**  
**H9128 The Early Pioneers of Steam £16.99**  
**H9437 The Tube Mapper Project £20.00**  
**H9056 Unfamiliar Underground: Finding the Calm in the Chaos of London's Tube Stations £20.00**

## INDUSTRIAL LOCOMOTIVE SOCIETY

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

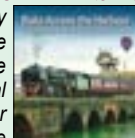
## INDUSTRIAL RAILWAY SOCIETY

**IRS01 Ex BR Diesels in Industry £15.00****IRS02 Sentinel Locomotives and Sentinel-Cammell Railcars - Design & Development £39.00**

## INVICTA MARITIME

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

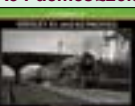
Few visitors who visit today have any idea of how the entire area once functioned as a vital link with the Continent and a cohesive commercial operation. Rails across the Harbour tells the story of the Folkestone Harbour branch railway, its station and pier while also exploring the engines, trains and 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

**IR240 Celebration of Gresley A1 & A3 Pacifics £25.95**

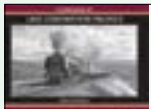
This A4 landscape volume has full -page shots presented in a landscape format and backed up by comprehensive captions. A class first emerging from Doncaster Works in 1922, the non-streamlined Pacifics were the LNER's principal express passenger engines for more than a decade. The design underwent continuous development during its early years, particularly the introduction of long-travel valve gear and higher pressure boilers in the transformation from A1 to A3 class. Although put into the shade from the mid-1930s by the streamlined A4s they remained the backbone of the LNER passenger fleet, but were ousted from many of their former duties after the second World war as new Thompson and Peppercorn Pacifics were built. However, the A3s were to enjoy a real Indian Summer from the late 1950s, their performance transformed by the fitting of Kylchap double chimneys.



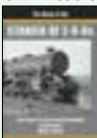


**IR236 Celebration of LMS Coronation Pacifics £25.95**

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 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.

**IR239 Book of the Stanier 8F 2-8-0s Part 3 £30.95**

The latest in the longstanding 'Book Of' series, which will run to five parts to adequately cover the vast number of locomotives involved. In this third part are the locomotives that formed the first tranche of the 8Fs as a British 'War Locomotive' built at various works to Government edict. As the title indicates and as might be expected, they were built by the LMS but the first Swindon examples also began to emerge, from 8400 onwards. Part One detailed those 8Fs built by/for the LMS for its own use - 8000-8125 in the 1930s with no thought then of them becoming a British 'war locomotive' though indeed some did go abroad. Part Two concerns firstly those engines built by Crewe and North British for the LMS, 8126-8225 which never went abroad and secondly the locos built at Ministry of Supply/War Department behest and loaned to the LMS/GWR, 8226-8297. The life, times and adventures of each (sometimes quite exotic in the case of the latter) is recorded under the individual loco, as with previous 'Books Of' series.

**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



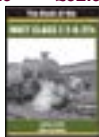
Boer, First and Second World Wars. The line was the last steam worked main line in England until its electrification in July 1967. Today the line between Basingstoke and Southampton carries heavy passenger traffic and some of the nation's heaviest freight traffic with containers from Southampton Docks.

**IR225 Southern Workhorses: 2 Q1 0-6-0s 30001-30040 £22.95****TE Williams- The Lost Colour Collection****IR227 ...Vol 3 £25.95****IR230 ...Vol 4 £25.95**

This concluding volume in the series casts an even wider net across Tom Williams' unique body of colour work captured between 1954 and 1964. Predictably, there are the inevitable shots of Kings attacking Hatton Bank, Tom's favourite local vantage point, plus a variety of other favoured locations throughout the counties surrounding his native Warwickshire, but there are also windows into his travels far and wide. Visits, for example, to the ex-Somerset & Dorset Joint Railway, the East Coast Main Line and of course, the seductive but challenging contours of North Devon. A proportion of the most iconic images included have been selected, not just for their documentary, historic importance, but also for their intrinsic artistic qualities: many evoking a tangible sense of 'being there'. Nevertheless, as with the previous volumes, the emphasis remains firmly on presenting detailed, high quality full-page colour plates, accompanied by as much comprehensive supporting information as possible.

**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.

**IR228 ...Stanier 8F 2-8-0s Part 2- 48126-48297 £29.95****IR238 ...Stanier 3 Cylinder 2-6-4-Ts 42500-42536 £29.95**

The LMS employed innumerable 2-6-4Ts, evolving from parallel boiler Fowler engines through updated Stanier taper boiler versions through to Fairburn's final development. Between them they amounted to over 600 in total. The first



Stanier engines were wholly different in having three cylinders; moreover they were (most unusually) restricted to one particular stretch of line. Apart from the war years when they were all temporarily transferred away, they could always be found working passenger services over the former London Tilbury & Southend system from Fenchurch Street to Southend and Shoburyness, until ousted by electrification in 1962. As the information board alongside the preserved 2500 in the National Railway Museum at York pronounces: 'Possibly the finest suburban tank engines that ran in this country'.

**IR237 Western Way- Western Steam in the 60s £25.95****KAY****KAY52 London, Tilbury & Southend Railway- History of the Company & Line Vol 8: 1963-75 £11.95****KEY PUBLISHING****KE591 BR: From Green to Blue £14.99**

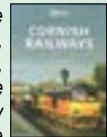
A fascinating but much overlooked era for the modern traction enthusiast is the changeover era from the old British Railways green and maroon to the corporate image Rail Blue of the new British Rail which stretched from the mid-1960s to the very early 1980s. The attention of enthusiasts and rail publications 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.

**KE006 Germany's Railways - 30 Years After Re-unification £14.99****KE598 Cornish Railways - St Austell to Penzance £14.99**

Over 180 full colour photographs take the reader on a journey that starts in St Austell, against the backdrop of the clay workings, before moving on through the rich, arable farmland that surrounds the line on the way to the capital city, Truro. West of Truro, the landscape is littered with former mine workings & signs of its rich industrial heritage. The scenery then changes as the line continues past the busy fruit farms west of Camborne & proceeds on to Hayle. Once across Hayle's unique viaduct, it runs through St Erth before passing St Michael's Mount, skirting Mounts Bay & finishing at the terminus of Penzance. Also explored are the existing branches still running, including the Burngallow to Parkandillack line, the only freight-only branch still running, & the passenger branch lines to Truro to Falmouth & St Erth to St Ives. Nostalgically, the Hayle Wharves branch has been included & is the only line in the volume that no longer exists.

**KE038 Diesels of East Yorkshire- Four Decades of Change £14.99**

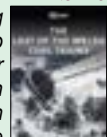
This photographic journey illustrates East Yorkshire's fascinating passenger and freight trains, railway infrastructure, stations and signalling over a 40-year period from the late 1970s. Local knowledge has enabled many unrepeatable workings or interesting visiting locomotives to be captured on film giving a comprehensive record of the many changes that have taken place in the railways of East Yorkshire. Over 180 colour photographs illustrate whether rail services have grown or declined over the years and the evolving infrastructure.

**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.



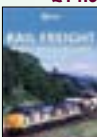


**KE57X Loco Hauled Passenger Trains****£14.99**

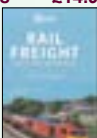
This highly illustrated look at locomotive-hauled trains over four decades features a wide variety of locomotive types on a great range of passenger duties. From one-off special workings to day-to-day operations, the whole range of BR and post-privatisation locomotive-hauled trains are described in detail. 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 timetabled 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.

**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.

**KE021 Rail Freight Wales and the Borders****£14.99**

The changes to rail freight in Wales and the Borders since the 1980s have been dramatic in many ways and have often been a knock-on effect of huge transformations in the industries that the railway serves, most notably, the coal-mining sector. These have led to a railway with a slimmed-down infrastructure and renewed traction and rolling-stock fleets. Until the 1980s, coal was still the lifeblood of many railway lines in South Wales. However, one by one, the pits closed, leaving just a handful of surface operations still active in 2020. The sight and sound of a Class 37 winding its way up a steep-sided valley is now a distant memory. Industrial decline has affected other traffics too, with the loss of the heavy iron ore trains to Llanwern and many other flows. However, Welsh rail freight is far from dead. Class 60-hauled oil and steel trains still ply the South Wales main line, and there have even been small revivals such as cement from Penyffordd. Illustrated with over 150 colour photos.

**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.

**KE025 Railways of Central Scotland 2006-15****£14.99**

The Last 15 years have seen a huge amount of change in the rail network within Scotland, including the replacement of old rolling stock with new trains, an explosion of colourful liveries, the re-opening of routes, the demise of coal trains and the boom of container freight traffic. Looking at passenger operations, new routes have opened during the period, including those to Larkhall and Alloa along with the Airdrie to Bathgate extension and the Borders route to Tweedbank. Furthermore, electrification has changed a number of the lines beyond recognition. Of course, these changes have brought about a shift in traction with new electric units ousting the diesels. Likewise, the introduction of HSTs on services between the Scottish cities has brought much interest back to the passenger scene. In contrast, the freight market has unfortunately been in decline for some time. However, container traffic has continued to increase and new freight operating companies have appeared.

**KE521 The Hornby Book of Trains-****The First One Hundred Years****£25.00****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.

**KE003 Western Class Locomotives: A Tribute****£14.99****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****BD884 BR History in Colour Vol 8 Part 1****Warwickshire Western Region Lines****£30.00**

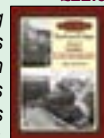
North from Oxford, the construction of the main line from London to Britain's second city was projected by the Birmingham & Oxford Junction Railway but by the time the first part of it opened, between Oxford and Banbury in 1850, the company had been absorbed by the Great Western Railway. The section covered by this book, north from Banbury to Birmingham, was opened by the GWR on 1st October 1852 and we begin our journey along this route just south of Fenny Compton, where the line crossed the county boundary between Oxfordshire and Warwickshire. This was a line built originally to the broad gauge that proved eminently suitable for fast running and which, in steam days from the late 1920s, became the preserve of 'Kings' and 'Castles' hauling crack expresses between London, the Midlands and the north-west. Between Banbury and Birmingham it also served the towns of Leamington Spa, Warwick and Solihull, as well as the important industrial and manufacturing region on the approach to Birmingham city centre.

**BD863 British Carriage & Wagon Builders & Repairers 1830-2018****£30.00****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****BD878 ...Vol 10: Mid Wales & the Cambrian Coast****£22.50****BD860 ...Vol 8: North East England****£22.50****BD872 ...Vol 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 Shoburyness 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.

**BD875 Caledonian Rly Locos: Classic Years****£35.00**

North from Oxford, the construction of the main line from London to Britain's second city was projected by the Birmingham & Oxford Junction Railway but by the time the first part of it opened, between Oxford and Banbury in 1850, the company had been absorbed by the Great Western Railway. The section covered by this book, north from Banbury to Birmingham, was opened by the GWR on 1st October 1852 and we begin our journey along this route just south of Fenny Compton, where the line crossed the county boundary between Oxfordshire and Warwickshire. This was a line built originally to the broad gauge that proved eminently suitable for fast running and which, in steam days from the late 1920s, became the preserve of 'Kings' and 'Castles' hauling crack expresses between London, the Midlands and the north-west. Between Banbury and Birmingham it also served the towns of Leamington Spa, Warwick and Solihull, as well as the important industrial and manufacturing region on the approach to Birmingham city centre.

**BD856 Caledonian Rly Locos: Formative Years****£35.00****Gloucester Midland Lines****BD866 ...Part 2: S Eastgate to Stroud****£25.00****BD867 ...Part 3: S Stonehouse to Westerleigh****£30.00****BD862 Harecastle's Canal & Railway Tunnels****£25.00****BD881 Irish Narrow Gauge Album****£25.00**

Sit back and in the company of Michael Whitehouse, who has once again delved deep into the family archive established by his late father Pat Whitehouse, which includes the work of many other well-known names such as W Cam Camwell, Henry Casserley, AW Croughton and Ron Jarvis, revel in the joys of a visit spanning the fifty year period from circa 1910 to around 1960 and mostly to the remoter parts of the country. We will reach such remote outposts





as Kilkee and Kilkenny on the West Clare Railway, Castlegregory and Dingle on the Tralee & Dingle, Schull and Skibbereen, Coachford and Donoughmore on the Cork & Muskerry, and Crosshaven on the Cork, Blackrock & Passage in the Republic of Ireland, along with the aforementioned Listowel & Ballybunion and Guinness Brewery systems. Each pictorial chapter is accompanied by an historic essay from a well-known railway historian, in a style that harks back to the original narrow gauge albums compiled by Pat Whitehouse and others in the 1950s and '60s.

**BD868 Liveries of the Pre-Grouping Rlys Vol 3 £15.00**

**BD869 Narrow Gauge Album 1965-85 in Colour £25.00**

**BD871 Operating the Caledonian Rly Vol 2 £25.00**

**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 Rly**

**Vol 5 Lydney Docks £25.00**

**BD855 Simplex Locomotives at Work £15.00**

**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.

**The Hull & Barnsley Railway**

**BD864 ...Vol 1: Formation and the Early Years £25.00**

**BD880 ...Vol 2: Expansion, Pride, Prosperity, Eclipse £35.00**

**BD882 Liveries of the Pre-Grouping Railways Vol 4 London & the South of England £15.00**

The fourth volume in this series concentrates on the standard gauge steam railways in the south of England, most of which became part of the Southern Railway in 1923. Originally published as a series of magazine articles between 1994 and 2006, this edition brings them together for the first time with revised text, new paintings, postcards and scrap views to provide as accurate a view as possible of this fascinating period.

**BD879 Melbourne Military Railway and the Derby to Ashby Branch Part 2: 1939-Closure £35.00**

**BD858 The Waveney Valley Railway : Tivetshall to Beccles £30.00**

**BD873 Taunton to Barnstaple Lines Vol 3 Locos, 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.

### LILY PUBLICATIONS

**L7766 Glasgow Queen Street- A Railway Station Renaissance £18.00**

Glasgow Queen Street, dating from 1842, is Scotland's third busiest rail terminus. Though its site was a bargain, disadvantages were train access by a steep tunnel and the station's limited size. By 1881 an enlargement created its famous train shed, and soon an underground line had a Low-Level station. In the 1960s suburban electrification began, and recently EGIP, the Edinburgh & Glasgow Improvement Programme, has seen High Level routes electrified. Now this stylish enhancement will give passengers an impressive welcome to Glasgow.

### LNWR SOCIETY

**LNW83 LNWR 42FT Carriages of Richard Bore £15.00**

**LNW84 The Diary of Thomas Baron 1855-1862 £20.00**

### MCDONNELL & GRACE

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

### MIDDLETON PRESS

**M5650 Alnmouth to Berwick £18.95**

In 1850 the completion of the Royal Border Bridge, linking the two banks of the River Tweed, was the final piece of the jigsaw that saw the East Coast Main Line link London with Edinburgh. The line covers several intermediate stations that were closed during the 1950s. The Seahouses and Tweed Harbour branches provide interesting studies of lines serving East Coast harbours.

**M5628 Ambergate to Buxton £18.95**

**M5632 Buxton to Stockport £18.95**

**M5649 Doncaster to Hull £18.95**

**M5642 Edinburgh to Inverkeithing £18.95**

**M5647 Leeds to Selby and Goole Docks £18.95**

**M5629 Lines North of Stoke £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.

**M5648 Chesterfield to Rotherham £18.95**

The stations in the title of this album are of great antiquity and thus their traffic during that period of industrial development brought many changes, many of which are evident. Recent train changes are shown in profusion.

**M5635 Cromford & 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.

**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.

**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.

**M5636 Newcastle to Alnmouth £18.95**

**M5638 Nottingham towards Kirkby in Ashfield- The GCR Route 1898 £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**

**M5634 Scunthorpe to Doncaster £18.95**

**M5633 Uttoxeter to Buxton £18.95**

**M5640 Wymondham to Wells £18.95**

### NEVER AGAIN PUBLISHING

**NEP30 West Riding Steam £22.50**

### NORTH EASTERN RAILWAY ASSOCIATION

**NER26 North Eastern Railway Engine Sheds £24.95**

**NER25 Signalling Centres in the North East No 1 York from Early Days to Rail Operating Centre £18.50**

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**

### OAKWOOD PRESS

**OA756 Giant's Causeway Tramway £15.95**

First published in 1964 this new edition comprises the original text but the book has been redesigned and new photographs added and has 67 illustrations in total. In his preface the author recalls his childhood experiences of tiding the toastracks on this narrow-gauge railway from Bushmills to Portrush and of how a talk he was to give in 1948 caused him to talk to the tram crews and managers and how this then led to further research. The book comprises eleven chapters covering the early days, operation, the First World War, the Second World War and after. Lack of maintenance meant that by 1949 the track was in very poor condition. This, combined with a growing overdrift, meant closure was inevitable and the assets were sold off piecemeal until 1952 when the company could be wound up. Eight appendices detailing locomotive, rolling stock, tickets and fares etc. tell more of the story.

**OA754 Jedburgh Branch £22.95**

This Oakwood title gives the Jedburgh Branch, in the Scottish Borders, the full in-depth Oakwood treatment, beginning with background information and details of early railway development in the Scottish Borders before moving on to the construction and opening of the line, and chapters on the line, signalling and services. Three chapters are entitled 'Branch diary' covering from inauguration to Grouping, then to Nationalisation, then to closure. Other chapters deal with locomotives, accidents, excursions and special trains on the seven miles of this branch line that connected Jedburgh to Roxburgh Junction.



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

**OA746 Little Eaton Gangway and Derby Canal £13.95**

First published in 1973 with a second edition in 1993, the author prepared a third edition in 1997 which included much new information. Around that time publishing was moving towards digital and, with the first edition on film and hard to amend, the revision was put to one side. With a change of ownership of Oakwood Press, the book has been digitised and redesigned to incorporate the revisions. Unfortunately it is published posthumously as the author passed away in 2020. The book recounts the problems Derby faced from the River Derwent being dammed by mill owners, which together with the dry season made it unnavigable. The solution was the Derby Canal which opened in 1796 and ran 14 miles from the Trent and Mersey Canal at Swarkestone to Derby and Little Eaton. The Little Eaton Gangway was a tramway that linked Little Eaton to Derby, mainly carrying coal. Chapters in the book cover the early history, rolling stock, the route, closure and revival, and there are various appendices also.



**OA752 Northamps Narrow Gauge Rlys in the 60s £24.95**

Mugging up on the scant literature on narrow gauge and industrial railways, in 1959 armed with his first camera the author set about visiting industrial premises of all sorts. When he started to work he was able to travel to new places by bus or in the boss's car and would sometimes borrow a bicycle at lunchtime to get to a site. Hence this lovely collection came about comprising mainly of the author's own photos of the railways at brickworks clay pits, sand & gravel, sewage and cement works and so on. Funny little locomotives working away in seclusion in quirky little local operations. There are also photos of the end of the story with track being lifted and other industrial features such as a canal and an aerial ropeway, making this a very diverse and entertaining book as well as being an awesome photographic record of the workings on these little railways.



**OA749 Peak Forest Tramway inc Peak Forest Canal £13.95**

First published in 1968, this fourth edition was revised by the author prior to his death last year. Inspired by the success of the Bridgewater Canal, businessmen on both sides of the Pennines looked to canals to resolve long-standing problems of getting their products to market. Opposition from landowners caused a change of plan to cutting a canal and a connecting railway to bring limestone from the Peak District to supply the chemical industry. The chapters of the book comprise the early history, the track and the rolling stock, traffic and operation, the route and the Peak Forest Canal. Finally, the story is told of decline and closure between the wars, further decline of the canal infrastructure post-war and then, from the 1960s, efforts to restore and re-open the canal. The book includes 80 illustrations, mainly photographs and maps.



**OA603 Mansfield Rly - Serving 'Old King Coal', 'Fast Fish' and holidays at the seaside £17.95**

**OA552 North Berwick & Gullane Branch Lines £27.50**

**OA755 Peak Line - A Pictorial Journey Compiled by C Judge & JR Morten £14.95**

This is a slightly revised and corrected edition of the book originally published in 1994. In the Oakwood PS Series (Pictorial Survey) as the title suggests this is very much a picture-led title consisting of 159 illustrations, mainly photographs but also including maps and gradient charts. Affected by the Beeching axe in 1967, part of the picturesque Peak Line still enjoys a passenger service today between Ambergate and Matlock while preservationists have built a new station at Matlock Riverside and re-laid a section of track towards Darley Dale. The rest of the Peak Line remains closed but can be enjoyed on foot or by bicycle. The book transports the reader on an imaginary journey from Buxton to Ambergate with an interlude at Chinley.



**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.



**OA747 The Catterick Camp Military Railway and the Richmond Branch £13.95**

**OA538 The Lane End Plateway £13.95**

**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.



**OA391 The Rishworth Branch £13.95**

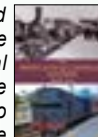
**OA750 The Solway Junction Railway £13.95**

**OA461 The Stratford-Upon-Avon and Midland Junction Railway £20.00**

**OA542 The Whitby-Loftus Line £18.95**

**OA751 Whitland & Cardigan Railway £15.95**

The 'Cardi-Bach', the Whitland and Cardigan Railway, was a well-loved lifeline and a means to prosperity for local industry. As the author describes it 'the line remained rather special to all those who knew it. Joining the train at Whitland there was an air of excitement even...in the line's last days.' And he recounts with joy a ride from Cardigan on the footplate by a generous engine driver who cheerfully disregarded officialdom. First published in 1976 this is the third edition, substantially the same as the previous editions apart from the final chapter 'Postscript' and includes 107 illustrations, either photographs or maps. The other fourteen chapters tell the story from the early origins of the line, the building and its early years, takeover by the Great Western then the familiar story of Nationalisation, decline and closure. Yet the ghost of the line lives on in the name of a local Welsh language news-sheet and a local society of railway modellers.



**OA561 Yorkshire Lines of the LNWR £19.95**

#### OPC

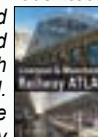
**OP697 Atlas of Railway Station Closures 2nd Ed £25.00**

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.



**OP687 Liverpool to Manchester Railway Atlas £30.00**

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 emphasise 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.

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

**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**

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

#### PEN & SWORD

**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**

**P6192 Boat Trains - The English Channel and Ocean Liner Specials £35.00**

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

**P6656 Britain's Railway Disasters £14.99**

**P7228 Britain's Rlys in the Second World War £25.00**

**P4469 British Diesel & Electric Locomotives Abroad- A Second Life Overseas £30.00**

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

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

**P2394 British Railways in the 1960s: London Midland Region £30.00**

**P6046 British Steam Locos Before Preservation- A Study of Before & Afterlife £25.00**

**P7853 British Steam Military Connections £30.00**

**P7625 Class 66 £30.00**

**P0430 Directory of British Railways- New and Reopened Stations £25.00**

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

**P7789 Great Central Railway £40.00**



**P4915 Freight Trains in the North of England-  
An Illustrated Survey 1955-2018 £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.


**P8207 Great Northern Railway Gallery-  
A Pictorial Journey Through Time £25.00**
**P5205 Great Western 0-6-2 Tank Classes-  
Absorbed & Swindon Designed Classes £30.00**

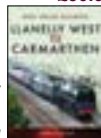
After tackling the GW pannier tanks in his 'Locomotive Portfolios' for Pen & Sword, author David Maidment seeks out descriptions and photographs of the GW 0-6-2 tank engines, the majority of which were built by the Rhymney, Taff Vale, Barry and other Welsh railways from the last decade or so of the 19th 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.



- P3985 Great Western King Class 4-6-0s-  
From Construction to Withdrawal £30.00**  
**P5201 Great Western, Grange Class Locos £30.00**  
**P8369 Isambard Kingdom Brunel £16.99**  
**P6981 L&SWR Drummond Passenger & Mixed Traffic  
Loco Classes- A Survey & Overview £35.00**  
**P9912 Liverpool and Manchester Railway £25.00**  
**P1324 Luxury Railway Travel-  
A Social & Business History £35.00**  
**P3591 Main Line Operations Around Manchester £30.00**  
**P4923 Oliver Bulleid's Locomotives £30.00**  
**P3599 Sheffield Main Line Services £30.00**

**P6248 Llanelly West to Carmarthen £30.00**

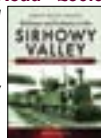
Llanelly to Carmarthen is the latest addition to an on-going series about railways in West Wales, by railway historian John Hodge. This volume looks at the history of the lines in West Wales, between these locations, taking in the history of the local industry that was once a feature in this area. This 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.


**P7254 LNER 4-6-0 Locomotives-  
Their Design, Operation & Performance £35.00**

LNER 4-6-0 Tender Mixed Traffic Locomotives covers the design, construction, operation and performance of all 4-6-0 locomotives that ran on the London & North Eastern Railway between 1923 and 1947 and the LNER designed engines that ran on BR's Eastern Region until the end of BR steam in 1968. This includes the former Great Central 4-6-0s of classes B1-B9 (the B1 and B2 later reclassified B18 & B19); the North Eastern Railway B13 - B16s; the Great Eastern B12s; and the LNER B17s, the Thompson B1s and rebuilds (B2 and B3/3). The book has over 60,000 words and 400 black and white and coloured photographs, many previously unpublished from the archives of the Manchester Locomotive Society at Stockport. It will be of particular interest to railway modellers and enthusiasts of locomotive running and performance as well as those seeking more general locomotive history.


**P6256 Rlys & Industry in the Sirhowy Valley- Newport to  
Tredegar & Nantybwh, Inc Hall's Road £30.00**

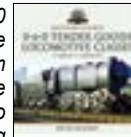
This book covers the railway and industrial history of the lines that once operated in the Sirhowy valley in South Wales. Railways and Industry in the Sirhowy Valley, is the first full history of the railways that served this important area of Welsh industry, covering all aspects of its rail transport 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.



- P2725 Railways and Industry in the Tondy Valleys,  
Bridgend to Treherbert £30.00**  
**P4038 Railways of Oxford-  
A Transport Hub that Links Britain £25.00**  
**P7354 Scotland's Railways in the 1980s and 1990s-  
A Snapshot in Time £25.00**  
**P1469 Southern Maunsell 4-4-0  
Classes (L, D1, E1, L1 & V) £35.00**

**P7009 Southern Railway 0-6-0 Tender Goods Loco  
Classes- A Survey and Overview £30.00**

This is a book that looks at the 0-6-0 tender goods locomotives of the Southern Railway, from the steam locomotive classes taken over at the railway grouping in 1923, through to the two classes introduced during Southern Railway days, that of the Q and Q1 classes. The Southern Railway had a rich and varied number of 0-6-0 tender goods classes, originating from all three former main line pre grouping companies, many of them lasted until the late 1950s and early 1960s. Many of the older Victorian and Edwardian classes of locomotive taken over in 1923, did not last very long with the new company, but are covered here for historical and modelling interest.


**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.



- P2061 Southern Region Electro Diesel  
Locomotives and Units £30.00**  
**P6394 Steam Across the Regions- A Pictorial Rail  
Journey Through Britain £25.00**  
**P9178 Steam on the Eastern & Midland- A New  
Glimpse of the 1950s & 1960s £25.00**  
**P1753 The Corris Railway-  
Story of a Mid-Wales Slate Railway £30.00**  
**P7021 The Final Years of London Midland  
Region Steam- A Pictorial Tribute £30.00**



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.

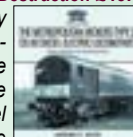
- P2681 The Hayling Island Branch £25.00**

- P6588 Golden Age of Yorkshire Steam and Beyond-  
Memories of the 50s, 60s, & 70s £14.99**  
**P2057 Great Eastern Railway in South Essex £25.00**  
**P1945 Great Western Society-  
A Tale of Endeavour and Success £25.00**  
**P6042 The Last Days of British Steam-  
A Snapshot of the 1960s £25.00**

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.


**P4281 Metropolitan-Vickers Type 2 CO-BO Diesel  
Electric Locos- 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.



- P4481 The Minor Railways of East Anglia-  
Development, Demise & Destiny £25.00**  
**P2166 The Modified Bulleid Pacifics £40.00**  
**P4277 The North British Type 2 Bo-Bo Diesel-  
Electric Classes 21 & 29 £40.00**



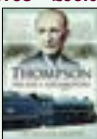
- P0020** The Railway Haters- Opposition to Railways from 19th to 21st Century £25.00
- P0008** Southern After Steam-Vision in Blue&Grey £25.00
- P4477** The Welshpool & Llanfair Light Railway- The Story of a Welsh Rural Byway £30.00

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.



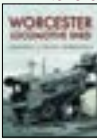
- P3116** Thompson, His Life and Locomotives £35.00

Edward Thompson was the London & North Eastern Railways second Chief Mechanical Engineer, following the death of Sir Nigel Gresley in 1941. He was in office from 1941-1946, when he retired, after a long career as a mechanical engineer, working for several railway companies, including the North Eastern, Great Northern and after the grouping the London & North Eastern Railway. He was a very controversial figure, often maligned by railway historians for his reconstruction of several classes of steam locomotive, including the Gresley prototype Pacific Great Northern, which many people still feel was unnecessary. However, there is more to Edward Thompson than his period as Chief Mechanical Engineer of the London & North Eastern Railway, in that he had a complex side to him, which might have originated from his experiences in WWI. This book, for the first time, sets out to explain both the man and his philosophy.



- 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.



## PLATFORM 5 PUBLISHING

- PF186** BR Locos & Coaching Stock Combined 2021 £24.95

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. Fully updated for 2021 and includes details of all rolling stock due to be delivered this year.



- 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.



- PF162** Coaching Stock Pocket Book 2021 £6.25
- PF163** Diesel Multiple Units Pocket Book 2021 £6.25
- PF164** Electric Multiple Units Pocket Book 2021 £6.50
- PF166** Encyclopaedia of 21st Cent Signal Boxes £45.00
- PF125** From Gridiron to Grassland: A History of Britain's Railway Marshalling £39.95
- PF160** Italian Railways 4th Edition £24.95
- PF161** Loco Pocket Book 2021 £6.25
- PF170** Preserved Locos of British Rlys 19th Ed £19.95

This edition of Preserved Locomotives of British Railways for 2020 contains all the recent additions to preservation, including the first production HST power car, examples of Classes 60 and 90 and a number of Class 142 and 144 Pacer DMUs. It also incorporates the many movements of locomotives and multiple units that have taken place since the previous edition was published in 2018.



- PF124** Tinsley & the Modernisation of Sheffield's Railways £34.95
- PF175** Winners & Losers: Locomotive Bashing Tales from the 1980s £17.95

## PYNOT PUBLISHING

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

## PYEWIPE PUBLICATIONS

The Railways of North East Lincolnshire

- PYE31** ...Part 2- Stations £18.95
- PYE32** ...Part 3- More than Railways £18.95

## QUAIL MAP COMPANY

Railway Track Diagrams

- QM713** ...2 Eastern 5th Edition £15.95
- QM712** ...5 Southern & TFL 4th Edition £15.95

## RAILWAY & CANAL HISTORICAL SOCIETY

- RCH68** Rlys, Ports & Resorts of Morecambe Bay £10.00

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

- RCH69** Steam on the Sirhowy Tramroad & its Neighbours £25.00
- RCH67** Yorkshire's First Main Line - The Leeds & Selby Railway £15.00

## RCTS

- RC083** Brush Diesel & Electric Locos 1980-2020 £24.50

This book covers Brush Traction, a major builder of locomotives for export and within the UK. Written by George Toms a life-long employee of Brush Traction it is the follow up to his earlier work for Venture Publications and covers the period 1980 to 2020. It covers all aspects of the Brush output of Diesel and Electric locomotives during that period plus the many changes experienced in work practice, management control and ownership of the brand name. In addition to the export orders this work covers the large orders for BR Class 60, Class 92 and Eurotunnel. Later chapters explore the changes in outlook which led to the development of re-engineering as the main stay of work undertaken by the works at Loughborough. Detailed appendices are provided for all those locomotives built in 1980-2020 plus completely up-to-date tables on those built pre-1980 (Class 31, 47 etc).



## RICHARD HARPER

- RH011** Any Colour you Like- A Journey Through Britain's Railways in the 1970s £25.00

## SEAN MILLAR PUBLISHING

- SM928** Barclay Locos in New Zealand (2nd Ed) £15.00

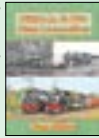
A comprehensively-illustrated and fascinating history of the 35 industrial steam locomotives (or 36 if you count the later split Duplex No. 1130 as two locomotives), supplied to New Zealand by Scottish builder Andrew Barclay Sons & Co Ltd, between 1878 and 1947.



- SM927** MOTAT Locos 2nd Ed- Loco Collection £14.00

- SM929** NZR's Ja & Ww Class Locomotives £15.00

Profusely-illustrated histories of two of NZR's most successful steam locomotive types, the 51-member Ja 4-8-2 class of 1946, and the 64-member Ww 4-6-4T class of 1915. The Ja served right up to the end of regular steam operation on NZR and the Ww almost to the end. Both classes served widely throughout New Zealand, and members of both have since been beautifully preserved in full working order. Includes many previously unpublished photographs, mostly in colour, a reproduction of a wonderful painting by WW Stewart, four mini blueprints, five tables and a comprehensive reading list.



## SILVER LINK

- S4505** A Transport Travelogue of Britain by Road, Rail & Water 1948-1972 £34.00
- S4535** Ahead Danger and Other Tales of Didcot Railwaymen £18.00
- S4568** Bluebell Railway 60th Anniversary Recollections £8.00

Initially, the Bluebell Railway operated over five miles of track from Sheffield Park to Horsted Keynes, part of the former East Grinstead to Lewes route that had closed in 1958. Later, once this initial section was secured, the railway began to expand northwards. This process culminated in 2013 with the reopening of the final stretch from Kingscote to East Grinstead. This link restores the Bluebell Railway's connection with the main line rail network, making it readily accessible by public transport from London for the first time. The railway continues to rely for most of its staffing needs on volunteers, who can be found working as platform staff, guards, signalmen, drivers and firemen. Behind the scenes, volunteers are also busy restoring the locomotives and carriages, and maintaining the signals, track and bridges. This new volume draws on the success of Volume 40 in the Railways & Recollections series, bringing the story up to date and published to coincide with the 60th anniversary.



- S5294** BR P&P 69 Swindon to Bristol £20.00
- S4541** By Rail to the Music Halls £25.00
- S5293** Hardback-The Gloucestershire, Warwickshire Steam Railway Past & Present £34.00
- S5292** Softback- The Gloucestershire, Warwickshire Steam Railway Past & Present £20.00
- S4558** Just the Ticket- Memories of Liverpool Booking Clerk 1962-1965 £10.00
- S4573** Loco Recollections 7903 Foremarke Hall £8.00
- S4509** Loco Recollections 45596 Bahamas £8.00



- S4473 Rail Freight in Devon and Cornwall** £40.00  
**S4488 Railwaymen of the Welsh Valleys 1914-67** £35.00  
**Railways & Recollections**  
**S4522 ...80 The Embsey & Bolton Abbey** £8.00  
**S4525 ...88 1968 The End of BR Steam** £8.00

In this volume we travel back to the year 1968, a very special year in the history of Britain's railways. This was the year that steam traction came to an end. Back then no one could have expected to foresee the rise of steam from the scrap yards to today's vibrant heritage railways. This was also the year that saw Martin Luther King and Senator Kennedy shot, Matt Busby knighted, UK's first heart transplant operation and they year that 1st and 2nd class mail was introduced in Britain.



- S4539 ...100 The Somerset & Dorset** £8.00  
**S4538 ...99 Bournemouth-Station & Shed Area** £8.00  
**S4547 Steam Reminiscences- Southern** £25.00

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.

- S4546 The Beeching Legacy: West Country**  
 2nd Edition with Colour £25.00  
**S4567 The Craft of the Fireman** £10.00

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.*

- S4548 Running on Rails** £25.00  
**S5301 N Yorkshire Moors Rly P&P Vol 5 Hardback** £35.00  
**S5302 N Yorkshire Moors Rly P&P Vol 5 softback** £20.00  
**S4564 Photographic Artistry of Rail Cameramen 2** £35.00  
**S4569 Steam Engines of WWII in Europe - The German Kriegsdampflokomotiven and the British and American War Engines** £40.00

Few events had a greater influence on Europe's railways in the 20th century than the Second World War. As described in this book, thousands of steam engines were produced for the conflict by all sides. Although many were damaged during the war, most survived. Indeed, many of the British and American engines arrived in Europe too late and were immediately put into store. They and their German contemporaries were to form a mainstay of the peacetime railways of Europe and Great Britain, in many cases until the end of steam. Many other ex-war engines found employment on the Continent's heritage railways. The author first encountered these engines while trainspotting in the late 1950s. At the end of GB steam he extended his interest to the Continent. With the help of like-minded enthusiasts this book records his pursuit of these engines, when they were still at work and in preservation.



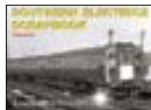
#### STENLAKE PUBLISHING

- ST851 Tribute to the Class 50s** £10.95

#### STRATHWOOD

- SW003 Eastern Steam Days Remembered II** £34.95  
**SW004 London Midland Steam Days Remembered III** £34.95  
**SW002 Sixties Diesel & Electric Days Remembered VI** £34.95  
**SW067 Southern Electrics Scrapbook Volume 1** £34.95  
**SW028 Southern Electrics Scrapbook Volume 2** £34.95

A completely new selection of high-quality photographs chosen to compliment all of the previous volumes detailing the Southern Region's fleet of EMUs, combined with detailed captions from David Brown the renowned author on all matters Southern Electric. The publishers have trawled their archives to bring you a fantastic further collection of views to bring back the halcyon days of a wide variety of units from the earliest days of nationalisation until the final days of the Brighton Belle.



- SW005 Southern Steam Days Remembered IV** £34.95  
**SW024 Steam's Lament Bulleid's Light Pacifics** £35.95  
**Steam's Lament London Midland Engine sheds**  
**SW696 ...Volume I 1A to 7D** £25.95  
**SW697 ...Volume II 8A to 12E** £25.95  
**SW698 ...Volume III 14A to 19C** £25.95  
**SW699 ...Volume IV 20A to 28E** £25.95  
**SW000 Western Steam Days Remembered II** £34.95  
**SW001 Western Steam Days Remembered III** £34.95

#### SWISS RAILWAY SOCIETY

- SRS80 The Birsigthalbahn** £10.00

- SRS81 Swiss Independent Railways - Their Electric Locomotives Past & Present** £16.00

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.



#### SRS84 Swiss Travel Guides 7 -

- Zürich and North-East Switzerland** £7.00

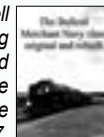
This is an updated and expanded version of the Guide first published in 2013. It completes the programme to overhaul the whole series of A5 Travel Guides published by the Swiss Railways Society. Although there have not been very many developments in the area since 2013, the opportunity has been taken to draw attention to a greater range of places to visit, include many extra photographs and details of more websites so the reader can easily research additional information if he or she wishes. The selection of railway-based photos has been updated to include new stock while at the same time providing glimpses of motive power used in the past. The selection of photos to illustrate places of interest away from the railway has also been enlarged. Apart from Zürich itself, the area covered extends from Aarau in the west across to Liechtenstein and the Austrian border in the east, and from Schaffhausen in the north down to the southern side of Lake Zürich and the Walensee.



#### TRANSPORT TREASURY PUBLISHING

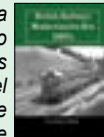
- TTP07 Somerset & Dorset - RC Riley Archive 55-65 Vol 2** £14.50  
**TTP02 Southern Medley RC Riley Archive 3** £14.50  
**TTP05 Southern's Withered Arm** £14.50  
**TTP03 Steam at Swindon RC Riley Archive 5** £14.50  
**TTP06 The Atmospheric Western** £27.50  
**TTP04 First Generation Diesels in East Anglia** £14.50  
**TTP10 The Bulleid Merchant Navy Class Original and Rebuilt** £14.50

This all new book by author Hector Maxwell illustrates every member of the 30 strong class in both original and rebuilt form and provided for an easy to read history of the class from their inception through to the end of steam on Southern Region in 1967.



- TTP16 British Rlys Modernisation-Era DMU's** £14.50

The Modernisation era of the 1950s saw a wholesale changeover from steam to diesel traction. Amongst these new trains were more than 4,000 railcars, or Diesel Multiple Units, which were to revolutionise travel and, in the process, vastly increase passenger numbers. Lasting in some cases for more than 40 years, these trains, which came in many different variations, were to become an integral part of the British Railways period. Author Evan Green-Hughes is an acknowledged expert in the field of these trains and brings that expertise to the fore with 166 black and white images, mostly previously unseen. Information captions incorporating both historic, technical and local information complete what is a worthy addition to the book shelf.



- 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.



- TTP15 Railways Around London** £14.50

Nowhere in the UK is the railway history of a particular location so complex and convoluted as that related to the London area. Few writers have ever successfully unravelled the story of construction, opposition, duplication, expansion and even at times closure that has occurred within the City and its environs. Of those who have succeeded, the names John Glover and Alan Jackson will come to the fore and now a mix of the knowledge of one with the images of the other presents a new look. This book covers the history of many of the routes both surface and sub-surface and their place either in history or within the modern-day transport infrastructure of the Capital. This compilation will bring memories to some as well as encouraging others to explore for themselves.





**TTP11 The Southern Around London-  
The RC Riley Archive 1937-64 V4 £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.


**TTP14 The Steam Railway East Scotland -  
WAC Smith Collection £14.50**
**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.


**TTP08 Western Region Non-Passenger Trains £14.50**  
**TTP00 Western Ways RC Riley Archive 37-64 Vol 1 £14.50**
**UNIQUE PUBLISHING SERVICES LTD**

- UQE36** Great Central from Nationalisation to Rationalisation £9.99  
**UQE37** Restoration Rewarded-  
A Celebration of Railway Architecture £19.99

**VISIONS INTERNATIONAL**

- VIS38** The Western Region in the 1970s-  
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Vol 3: Faded Glory £19.95  
**WH785** Midland Railway Outpost Lancaster -  
Morecambe - Heysham £21.95

**OTHER TRANSPORT**
**AMBERLEY PUBLISHING**

- A8882** Aveling & Porter- An Illustrated History £14.99  
**A9346** VW Type 2 Transporter £14.99  
**A8643** W of Eng Emergency Service Vehicles £14.99

**EMPRESS COACHES**

- EMP92** Minicab! True Story of Michael Gotla & the Welbeck  
Motors Renault Dauphine minicabs £22.00

The true and never fully told before story centres around what was London's first large scale minicab operator that launched a fleet of brand-new Renault Dauphines onto the Capitals streets in June 1961 amidst much publicity. The London taxi trade basically unhappy about this new unregulated competition set upon it causing disruption and it became one of the biggest UK stories across that year. The film 'Carry on Cabby' was inspired by its events and Dinky Toys even created their own 'Dauphine' minicab, now highly collectible. It pre-dates the Uber concept by decades.


**MALVERN HOUSE PUBLICATIONS**

- MH061** Sherpa Story £5.95

**OMNIBUS SOCIETY**

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A 90th Birthday Celebration £6.00

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Pursuit of the Land Speed Record £19.99  
**P6038** Transporter Bridges- Illustrated History £30.00

**SILVER LINK**

- S4554** Farming & Recollections  
Steam in Agriculture £6.00  
**Read Transport Recollections**  
**S4553** ...Road Rollers £6.00  
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- A0093** Austin & Rover Metro- The Full Story £14.99  
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**A8603** MG Magnette £14.99  
**A009X** MG Z Cars £14.99  
**A6528** Peugeot 205 GTI £14.99  
**A9682** Qualified: The Guide to Becoming an  
Approved Driving Instructor £18.99

**CROWOOD PRESS LTD**

- CW725** Morgan Plus 8 fifty Years an Icon £25.00

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 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.

**MALVERN HOUSE PUBLICATIONS**

- MH163** De Dion and Others-  
French 'D' Marques Album £5.95  
**MH150** Ferrari Album Part 2- Racing Cars £5.95  
**MH160** Isotta Fraschini, Itala, Innocenti, Iso etc £5.95  
**MH147** Lamborghini Album £5.95  
**MH161** Lincoln and Continental Album £5.95  
**MH165** Made in Switzerland £5.95  
**MH158** Mercedes Album Part 4- Competition Cars £5.95

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.

- MH157** Opel Album £5.95  
**MH149** Packard Album £5.95  
**MH154** Panhard Album £5.95  
**MH167** Voisin Album £5.95

A famous pioneer aviator (along with his brother Charles), 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.

- MH152** Porsche Album Part 1 £5.95



- MH155** Porsche Album Part 2 £5.95  
**MH102** Toyota Album including Lexus £5.95

**PEN & SWORD**

- P4823** British Leyland From Triumph to Tragedy £25.00  
**P4911** Classic Car Gallery-  
A Journey Through Motoring History £25.00  
**P3587** Classic Car Museum Guide- Motor Cars,  
Motorcycles and Machinery £25.00

A new, comprehensive guide to motoring and transport museums offering a fresh conversation on their role and the portrayal of our motoring history. Written by a long-established motoring writer with wide experience of driving and the felling of old cars all over the world. This new motor museum companion includes British motoring and transport museums guide via descriptions and photographs. 90 British museums are described. Comprehensive world motor museum listing: over 350 global museums cited. Out-takes from visits to selected overseas museums. Provides a glossary of old car/motorcycle terms and types to assist the museum visitor and old car enthusiast. Discusses the museum culture and its new age.

- P5684** Jaguar E-Type £16.99  
**P5680** Porsche 911 £16.99

Recognised as one of the most important sports cars in the history of the automobile, Porsche's 911 represents a vital story in the annals of the design and driving of the motor car. This new book delivers an innovative format to the car enthusiast by covering the engineering, design, and modelling of Porsche's 911 series.


**COMMERCIAL VEHICLES**
**AMBERLEY PUBLISHING**

- A9850** Steam Lorries £8.99

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.

- A9451** British Lorries 1900-1945 £14.99  
**A8215** British Recovery Vehicles £14.99





A8826 Milk Transport	£14.99
A0076 Scrapped and Disused Lorries	£14.99
<b>LEYLAND SOCIETY</b>	
LEY69 Leyland Fire Engines 1909-1930	£14.95
LEY51 Leyland Fire Engines 1942-1993	£14.95

**MALVERN HOUSE PUBLICATIONS**

**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.

MH156 International Album	£5.95
MH151 Leyland Album Pt 1- Lorries & Vans	£5.95
MH148 Mercedes Album Pt 3- Unimog & MB-Trac	£5.95
MH162 Morris-Commercial Austin BMC Leyland Album	£5.95

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.

**MAGAZINES****OMNIBUS SOCIETY**

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**STTS**

**ST772 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 reminisces in his piece called 'Young Innocence'.

**TRACTORS****AMBERLEY PUBLISHING**

**A9386 International Harvester Tractors** £14.99

**OLD POND PUBLISHING**

**O5843 70 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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