

**2023 Book News**

**MDS Books**

**For collectors and enthusiasts**

Dear Reader,

Welcome to our 2023 Book News. This has been another challenging year for us all here and, I'm sure, for you too.

As previously announced, we are no longer able to supply orders to addresses outside the UK. This is mainly due to the massive increase in carriage charges caused by high fuel prices and the additional paperwork and customs charges as a result of Brexit. We can of course accept an order from a non-UK customer for delivery to a UK address. It is our hope to one day be able to supply items abroad again, but as things stand at the moment, this just isn't possible for a small company such as ours.

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

Please be aware that Christmas is coming, and it seems to get earlier each year! This year we're aware that the various days of action by Royal Mail will impact on deliveries in and out so please try not to leave things until the last minute as we wouldn't like to disappoint you by not being able to get that special item for you.

Out of stock items often take two weeks to be resupplied and this will be longer as we get closer to Christmas. The last date for us to despatch anything to you via Royal Mail is Monday 19th December, and, via DPD, Thursday 22nd December.

The latest new title from Venture Publications, Michael Yelton's fascinating look at Chester will be in stock shortly, along with Mark Hughes' new volume covering Mayne buses and coaches.

The easiest way to keep up to date with what's happening is via our website and email newsletters. Just visit us at [mdsbooks.co.uk](https://mdsbooks.co.uk) to sign up to the weekly newsletter and you'll get the latest news, and details of any special offers, bargains, clearance and second-hand items currently available.

Our shop is open for visitors, Monday to Friday. Do, however, check if you're coming for a specific item to make sure it's in stock. You can see stock levels on the website, these are updated every hour, or give us a call on 01457 861508.

We'll be closing for Christmas holidays at 1pm Friday 23rd December 2022 and will re-open at 9:30 on Wednesday 4th January 2023.

Thanks for your continued support and as ever, good reading, stay safe, and look out for the next catalogue which will mark 50 years of Transport Publishing in Glossop.

Mark, Lou, Kerry, Gareth and the team.

**See our Sales Stand at:**

Christmas Cracker Museum of Transport Manchester 03/12/22

Christmas Cracker Museum of Transport Manchester 04/12/22

**Front cover**

A classic Chester view of the bridge and clock in Eastgate Street; 70, a Leyland Leopard with Northern Counties body, delivered in 1976, is bound for Christleton via Vicar's Cross on the extended service 12. From Michael Yelton's new book see page 3.

# Venture *publications*

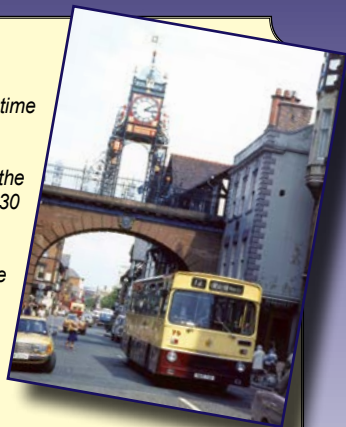
## **SUPER PRESTIGE 44 CHESTER**

*Michael Yelton continues his exploration of municipal transport operations, this time moving north and just far enough east to leave Wales for Chester.*

*This fascinating operation, begun as a privately owned tramway system in the 1800s, was taken over by the Council via compulsory purchase in 1902. In 1930 the trams were replaced by buses.*

*The full story is covered here from the early trams up to the purchase of the operation by First Group in 2007.*

*Packed with colour and black & white photographs, plus fleet list maps.*



**VP497 £20 DUE MARCH 2023**

## ***The AEC Q – Not Just for London***

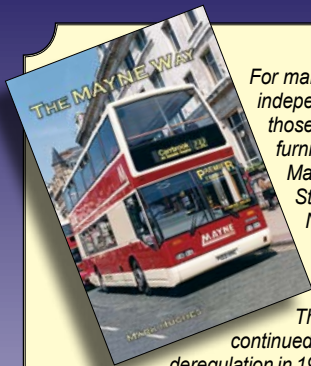
*Chris Lewis explores the development and operation of the revolutionary AEC Q across the whole range of operators who employed it. Obviously, many appeared in service with LT but they were also in service in the UK with operators large and small, from Aberdeen to Westcliff-on-Sea, in single and double-deck form. Some examples even made it as far as Australia and New Zealand.*

*In addition to the detailed story the book is packed with photographs and tables. Hardback c260 pages.*

**VP498 £45 DUE APRIL 2023**



# Venture publications



## THE MAYNE WAY

For many years this much-admired family business was Manchester's oldest and only independent bus operator. They had a loyal following and were something special to those who worked or regularly travelled on their distinctive vehicles. Formed to deliver furniture in 1920, the firm went on to introduce the first regular coach service from East Manchester to Blackpool and provided alternative local transport during the General Strike in 1926. Realising the potential, Mayne continued running buses along Ashton New Road, much to the annoyance of Manchester Corporation, who tried to put an end to their activities. Having fought hard to win licences in the 1930's, the family concern capitalised on the travel boom that followed the second world war, taking over several coach firms, including Barry Cooper Coaches of Warrington in 1982.

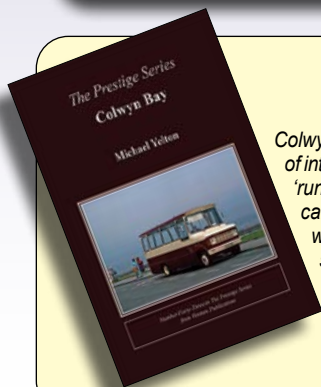
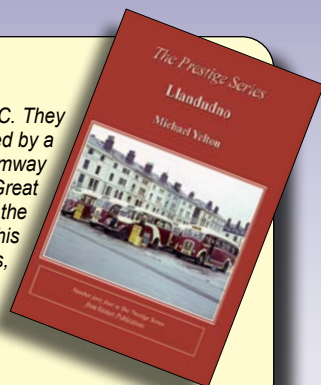
Their bus operation meanwhile outlasted the municipal trams and trolleybuses and continued through the era of Greater Manchester Transport. They grew and thrived after deregulation in 1986 until rising costs and car ownership finally caught up with them in 2008. Mayne Coaches continued however to reach its centenary in 2020, before the devastating impact of the Coronavirus pandemic led to its sale after 102 years of operation. This book tells the story of this remarkable survivor and the changing times of the towns and people they served.

**VP496 £22 AVAILABLE NOW**

## PRESTIGE SERIES NO 44 LLANDUDNO

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

**VP495 £12 AVAILABLE NOW**



## PRESTIGE SERIES NO 43 COLWYN BAY

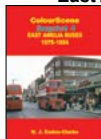
Colwyn Bay in North Wales ran Britain's smallest municipal operation, but one with plenty of interest. No other municipality housed its vehicles with a mechanical elephant, and the 'runabouts' as they were called for many years bumped happily along the Promenade carrying visitors to the coast. In later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

**VP494 £10 AVAILABLE NOW**



# Venture publications

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



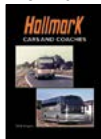
The accepted definition of East Anglia is that it covers Suffolk, Norfolk and Cambridgeshire, however the Author has included the northern part of Essex principally the areas around Chelmsford, Braintree and Colchester where he spent summer holidays between 1975 and 1984. He depicts a wide range of buses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

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



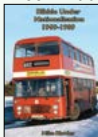
Regular Venture author Mike Rhodes explores the history of this famous address and this book is the result of a more than 50 years fascination with the depot and its operations. Originally a horse tram operation, Preston commenced electric tram services from the newly built Deepdale premises in the early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

## VP484 Hallmark Coaches £20.00 £12.00



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.

## 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.

## 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.

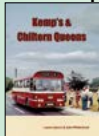
Last date for posting items by Royal Mail for  
Christmas is Monday 19th December.

Last date for posting items by DPD for Christmas is  
Thursday 22nd December.

Please get your orders in early to avoid any delays  
in you receiving your books.

# Venture publications

## VP477 Kemp's & Chiltern Queens ~~£35.00~~ £15.00



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.

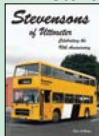
The company ran as Chiltern Queens until 2002 when the company came in to financial difficulties. It was at this point that Keith Horseman from Horseman Coaches Ltd got involved and took control of their affairs. The initial intention was to keep the Chiltern Queens name for a further two years but this 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~~ £15.00



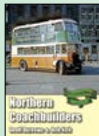
Roger Carey takes an in-depth look at the development of Volvo's product range from the import of the first chassis in 1972, the Ailsa story, and through the various highs and lows to the contemporary Euro 6 range. Illustrated with almost 500 superb photographs covering customers from the smallest to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

## VP474 Stevensons of Uttoxeter ~~£34.00~~ £15.00



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

## VP458 Northern Coachbuilders ~~£30.00~~ £15.00



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

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



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

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



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

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

## VP454 West Coast Motors ~~£15.00~~ £10.00

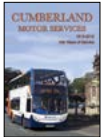


This book traces the development of the company from its origins in Campbeltown at the south end of the Kintyre peninsula, to its present day operations which cover an area north to Fort William and east to Glasgow. The book also includes the Citylink services, Glasgow Citybus and City Sightseeing Glasgow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



# Venture publications

## 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, Aberdeen, Drawlane Leicester and Oldham.

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



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

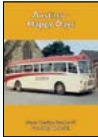
We send our larger parcels (5kg+) by DPD.

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

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

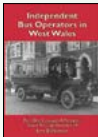
## Super Prestige

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



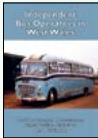
Geoff Smith has prepared this volume in Venture's Super Prestige format covering Austins - Happy Days of Woodseaves, Stafford. Another successful independent, they operated stage carriage services in the rural areas of the Staffordshire/Shropshire borders. The Happy Days coaching arm continued for many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

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



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

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



In this book, the author, Les Dickinson attempts to describe the introduction and development of the passenger transport providers of the northern foothills of the Preseli hills. He focuses on two areas, Crymch and Maenclochog exploring in detail the independent operators which worked throughout these villages. In the chapters on Crymch the author details the histories of three larger independents and one smaller entity. The three larger are: David John Jones, Edwards Brothers and Midway Motors (formerly Rees & Phillips). The smaller, and short-lived operator featured is Frenni Coaches (Beardwell & Collins). The pages describing the bus scene in Maenclochog cover three early pioneers in the region: Arthur Williams of Maenclochog, Ivor Williams of Trelech and Morgan Brothers of Llanfymnach and their companies' progression.

### 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

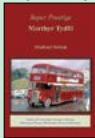
£16.00



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



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.

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

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

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

## Prestige Series

## VP471 ...41 Pontypridd

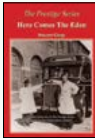
£10.00 £5.00



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 &amp; Ireland Tram &amp; Light Rail

Systems 3rd Edition

£6.00-£3.00



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

## VP464 Crich Tramcar

Rollingstock Book 2nd Edition

£9.00 £5.00



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

Edited by long-standing TMS members John Senior and Ian Stewart, the first edition was a resounding success and this new extended volume is sure to be a winner too.



## BUS & TROLLEYBUSES

### AMBERLEY PUBLISHING

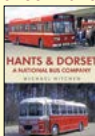
**A0770 Bury Corporation Transport £15.99 Feb**



Bury Corporation Transport boasted a fleet of more than ninety buses, mainly produced by Daimler and Leyland. In many ways, the company was a trailblazing operator; it was one of the first operators of diesel-powered buses, the only

Lancashire municipal operator three-axle double-deckers and the first operator of new Leyland buses after the Second World War. The livery was red and cream until 1942, when it changed to green and primrose. In 1969 it was absorbed into SELNEC, which later became Greater Manchester Transport. Packed with rare and previously unpublished images, this is a wonderful tribute to a much-loved operator.

**A0456 Hants & Dorset: A National Bus Co £15.99**



As part of the NBC, Hants & Dorset Motor Service once served a large diverse area, stretching from the remote chalk uplands of North Hampshire, across Salisbury Plain through rural East Dorset to the coastal resorts of Swanage, Poole and Bournemouth, and the heavily populated areas of Southampton and Winchester. Its Poppy Red buses were a common sight on the roads of southern central England through the 1970s and early 1980s. In 1972 with the introduction of its corporate image, the NBC merged the Hants & Dorset and Wilts & Dorset fleets. This created one identity, with the Hants & Dorset name retained along with the red livery from Wilts & Dorset. It was the one of the most interesting NBC fleets, with vehicles in their former liveries, numerous non-standard coaches, associations with Gosport & Fareham and variety from the former King Alfred Motor Services. An early division of NBC, 1983 saw the company separated into four operating units, Hampshire Bus, Wilts & Dorset, Provincial and Shamrock and Rambler.

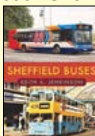
**A0675 Nottingham's Gas Buses £15.99**



In 2018, five gas buses using Scania NU280D chassis with stylish AD E40D MMC City bodywork were presented by Nottingham City Council. 2019 saw the arrival of another sixty-seven new gas buses, working a variety of routes around the city. The 120 gas buses now operating in the city have impressive environmental credentials, offering an 80% reduction in harmful pollutants. Passengers have also enjoyed greater comfort, with super-fast WiFi, USB charging sockets and audio and visual stop announcements. Here, Scott Poole offers an interesting selection of photographs illustrating these remarkable new buses.

**A0954 Sheffield Buses**

**£15.99 Feb**



Sheffield has seen an influx of new independent operators with a wide range of new and second-hand buses, diverse liveries, and, of course, trams and trambuses. Looking at Sheffield and its suburbs, this book will provide enthusiasts with an insight into an ever-changing scene, supported by numerous previously unpublished colour photographs.

### CAPITAL TRANSPORT PUBLISHING

**CA473 London's Pre-War Smaller Classes £30.00**



One of London Transport's main aims for its bus fleet was that of standardisation, but there were inevitable needs for vehicles that were more suited to specific requirements. This detailed and well-illustrated book covers the stories of the smaller classes bought prior to the beginning of the Second World War in 1939.

### DEREK SIMPSON

**DD370 Tayside Buses- Blue is the Colour £24.99**



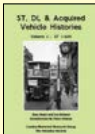
In May 1975 Tayside Regional Council took over control of Dundee's buses and the new blue livery was not the only thing that would change. Derek Simpson's informative and enlightening text is supported by approximately 170 photographs, mostly in colour, giving the reader a definitive account of how Tayside buses developed during a period of great change in the bus industry.

### LONDON HISTORICAL RESEARCH GROUP

**OS135 ST, DL & Acquired Vehicle Histories**

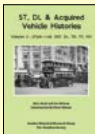
**Volume 1 ST 1-600**

**£15.00**



This offering from Omnibus Society's LHRG is a two-part series on the histories of ST & DL London vehicle types. In this first book the authors, Alan Bond and Les Stitson, covers ST 1-600. The complete history of every bus is listed, including allocations and overhaul details. This softback A4 book is illustrated throughout in black & white.

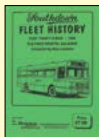
**OS136 ST, DL & Acquired Vehicle Histories V2 Classes ST601-1140, DST, DL, TD, TC & MY £15.00**



This book is the second of two books on detailing the histories of the ST and DL vehicle types. In this volume the authors, Alan Bond and Les Stitson, detail the complete history of each bus listed and this includes all allocations and overhaul details. They cover the DST, DL, TD, TC and MY classes. Illustrated with a selection of black and white images, this book concludes the LHRG's look at these London vehicles.

We are closed for Christmas from 1pm Friday  
23rd December 2022 until 9.30am Wednesday 4th  
January 2023 .

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**SOUTHDOWN ENTHUSIASTS CLUB****SEC91 Southdown Fleet History 33 1968 £7.00**

This series shows a list of the Southdown vehicles in stock at the start of the year 1968, full details of vehicles purchased new or acquired during the year, including date new, changes to specification of the vehicle, date sold and subsequent history (where known). It is in effect a card index for each vehicle in a book format. There are details of premises owned and liveries carried and the events of the year and fuller details of the various batches of new vehicles delivered.

**NON TRANSPORT****AMBERLEY PUBLISHING****A0628 Going Underground: Edinburgh £15.99**

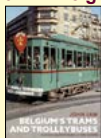
Edinburgh isn't like other cities. Certainly, it has underground rail tunnels and hidden passageways- but also a legend of an 'Underground City'- many parts of which are on display to the public. Not only is Edinburgh's 'Underground City' large and varied, it has a rich, turbulent and fascinating past, stretching back hundreds of years. In this book, Jan-Andrew Henderson who has spent more than 20 years working in the city as a tour guide, explores the world beneath the streets of Edinburgh. The Old Town ridge is a warren of hidden passages and cellars, but also contains Mary King's Close which was sealed up after a plague outbreak and Marlin's Wynd, a section of Edinburgh's first cobbled street beneath the Royal Mile leading up to the castle with its vaults and dungeons and escape tunnel. The city is also criss-crossed by dozens of disused railway tunnels, not least the cavernous Scotland Street Tunnel built for a funicular railway.

**A0576 Thames Crossings Through Time £15.99**

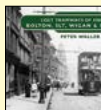
Amid peaceful countryside, past historic towns and through the heart of London, the River Thames flows in an easterly direction for some 346 kilometres from its source in Gloucestershire until entering the North Sea. Over many centuries civilisations have traversed the ancient river by way of fords and early ferries, stone-built bridges, by locks, tunnels and railway lines and, most recently, by motorway crossings. Building methods and designs have changed dramatically over time yet, even now, bridges dating from medieval times still span the river, virtually unaltered since when they were built. Within London, bridges and tunnels, old and new, convey the capital's rail systems, road traffic and pedestrians across the Thames. The Thames and its crossings are ever changing and Geoff Lunn, as he travels downriver from source to sea, navigates the reader through their history and right up to the present day.

**TRAMS & LIGHT RAIL****AMAD GORDON****AG432 West Midlands Metro & Very Light Rail £35.00**

This book covers a brief history of the earlier tramways in Birmingham and Wolverhampton right up to the present day, to the new system as it is now. This 165 page A4 book is illustrated throughout with black & white images.

**AMBERLEY PUBLISHING****A0724 Belgium's Trams & Trolleybuses £15.99**

Like most European countries, Belgium's main towns and cities developed their own tramway networks. Those that survive today include Brussels, Gent, Antwerpen and Charleroi. In the 1960s both French-speaking Liège and Verviers lost their tramways. In addition to the city systems, there was a rural network of mainly metre gauge tramways throughout the country known as the Vicinal. Tony Martens, though born in Belgium, lived in the UK for most of his life, but started revisiting the country in the 1960s, photographing most of the surviving operations. John Law's first visit to the country was in 1971, accompanying Tony in Brussels, where the last of the Vicinal routes were still operating and four-wheeled trams were running on the city streets. Sadly, Tony Martens passed away in early 2019. Fortunately, John Law was able to gain access to Tony's slide collection to bring you a photographic history of Belgium's trams and trolleybuses from the mid-1960s to the present day.

**GRAFFEG****GR225 Lost Tramways of England- Bolton, SLT, Wigan & St Helens £8.99**

At the peak of Britain's first-generation tramways, it was possible to travel by tram all the way from Pier Head at Liverpool to the Pennines in Rochdale by tram. Amongst the chain of tramways that formed these links were the services that operated in Bolton, St Helens, Wigan and the company lines controlled by South Lancashire Tramways. Each of these systems had a fascinating history but all were to suffer greatly as a result of lack of maintenance during and after World War I and from bus competition, with the result that only one - Bolton - survived into the post-World War II era. Locations featured include Farnworth, Dunscair, Tonge, Horwich, Halliwell, Montserrat, Bury, Huyton, Prescot, Worsley and Leigh.

**GR226 Lost Tramways of Ireland- Dublin £8.99**

In the second volume in the Lost Tramways series to feature Ireland, the history of the trams that served Dublin and its environs are recalled. Although dominated by the system of Dublin itself, there were no fewer than three other tramways that served the area - the Dublin & Blessington, the Dublin & Lucan and the GNR(I)-owned Hill of Howth - that all had a fascinating history, with

the Hill of Howth ultimately becoming the last first generation tramway to operate on the island of Ireland.

## GR227 Lost Tramways of Scotland- Scotland West

£8.99



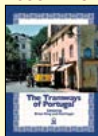
Aside from Glasgow, which has featured in two volumes of the Lost Tramways series, there were a number of other tramways that served the west of Scotland. These included

those that served the towns of Ayr and Kilmarnock, the north and south banks of the Clyde - reaching places like Dumbarton, Balloch, Greenock and Gourrock - Rothesay on Bute and the industrial heartland of Lanarkshire to the south-east of Glasgow itself. All prospered for a period but changing fashions and the rise of the bus industry saw all disappear by the start of World War II.

## LRTA

### LR655 The Tramways of Portugal

£45.00

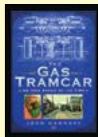


This book encapsulates the systems and operations covered in the previous publications but has been expanded to include the new installations in Lisboa and Porto. It also provides wider coverage of the trolleybuses, thus providing a comprehensive overview of electric street traction in Portugal. Whereas previous editions have been of a relatively small format, it was decided from the outset that with the volume of material available, this new publication would not be a handbook, but a full-blown guide in order to do justice to the subject and provide a comprehensive overview of what continues to be a fascinating country for the transport enthusiast. All of this has resulted in a considerable increase in pages from 34 in the first edition and 92 in the fourth edition to some 328 in this edition. The chapters have been authored by a team of distinguished tramway experts from Portugal, the UK and The Netherlands.

## PEN & SWORD

### P9601 The Gas Tramcar

£35.00



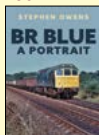
The Gas Tram was a short-lived phenomenon which briefly seemed to herald a new way forward in tramcar design, replacing horses and steam locos on the streets with quieter and smoother travel. One of the major advantages of the gas tram was the low capital cost of the conversion. Designs for gas tramcars were patented all over the world, and systems were briefly operated in Germany, Australia, Holland, Switzerland and the UK. The fuel was invariably domestic 'town gas' drawn from the local gasworks, and the vehicles were said to be very cheap to run. This was a development which was probably a century ahead of its time with 21st century gas systems, using much greener biomethane as a fuel, currently being developed in the UK, Korea, China and elsewhere, and biomethane-fuelled trams already in service in Dubai and Aruba. Derived from the natural decomposition of organic waste which would otherwise be released into the atmosphere, biomethane is a clean and green alternative to fossil fuels.

## RAILWAYS

### AMBERLEY PUBLISHING

#### A1501 BR Blue - A Portrait

£15.99



This book is a portrait of the period that became known as the era of BR Blue, the 1970s and 1980s. The railway appeared to be caught up in a world of its own. It was still recognisably the one from the steam era, and happy to be living in the past rather than making strides toward the future. As with most of the nationalised industries, labour relations were somewhat fraught. The railway invested in electrification and everything else was standardised to minimise costs. Unsurprisingly, stagnation haunted the network. Some would suggest the railway was doing a particularly fine job given the circumstances. It was fortunate to be blessed with a dedicated workforce and supported by thousands of people who travelled by train. For those of us who remember those days fondly, this is how we would prefer to remember that time.

#### A0616 Britain's Rail Network Today

£15.99



Over the last few years the UK rail network has been going through a transformative period, changing rail travel for many different people. New train operators and new trains have revolutionised the way we travel. In this book Adam Head utilises a number of previously unpublished images to illustrate the many changes that have affected the UK rail network, including the introduction of new operators and demise of others, the network's latest trains, and livery changes from the around the country. A wide variety of operators and rolling stock are featured here, as Britain's rail scene faces new challenges on the tracks and in stations.

#### A0922 British Rail Motive Power in the 1980s

£15.99 Feb



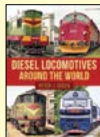
The 1980s were years of momentous change on Britain's railways. At the dawn of the decade it was still possible to travel on a Sundays-only St Pancras to Manchester Piccadilly service that traversed the Woodhead route, or catch a Deltic-hauled express from York to London King's Cross. The 1980 edition of Ian Allan's Motive Power Combined Volume listed more than 3,700 diesel and electric locomotives. Slowly but surely over the following ten years, these familiar sights would begin to disappear. The Woodhead route and its twenty-seven-year-old fluorescent-lit tunnel was closed, the Deltics withdrawn, and hundreds of other diesel and electric locomotives taken out of service, most to be scrapped, with a precious few preserved. The first-generation diesel multiple units began to be phased out and a new breed, the 'Sprinter', began to appear. This book presents a collection of photographs of the motive power that characterised this decade of change.

All these books due shortly. To order visit our website [mdsbooks.co.uk](https://mdsbooks.co.uk)



**A8316 Class 68 & Class 88 Locomotives £15.99 Feb**

In 2012, Direct Rail Services (DRS) placed an order with Vossloh (now Stadler Rail) for its first Class 68 diesel locomotives. The fleet size has now grown to thirty-four. Their later order was for ten Class 88 locomotives, an electro-diesel variant of the Class 68. Since delivery, the 68s have worked alongside the operator's fleet of ageing, so-called 'heritage', locos. With these locos now at their disposal, they are surely destined to be the mainstay of the company's fleet for some time to come. In addition to their use as a mixed traffic locomotive for DRS themselves, the company lease these locos to passenger train operators such as Scotrail and Chiltern Railways. Their wide range of duties is covered in this book. Here, John Jackson tracks the first few years of their use on an increasing variety of workings.

**A0852 Diesel Locos Around the World £15.99 Feb**

Following the end of the steam locomotive in normal service, the diesel has become the favourite of many railway enthusiasts. To show something of the diesel types and operations on various international railway systems, Peter J. Green has selected some of his best railway photographs from his travels to six of the seven continents of the world. The photographs were taken in forty-five countries between 1975 and 2019. While the use of diesel locomotives in many parts of the world is declining with the increasing use of railcars and spreading electrification, a good variety of power can still be found. Particularly rewarding destinations include the USA and Canada, with their impressive freight trains, and many parts of Asia, where diesel-hauled passenger trains regularly run through interesting landscapes. Diesel traction has also become an important feature of many tourist railways worldwide. Whether photographing the railways or travelling by train, the visitor cannot fail to be impressed.

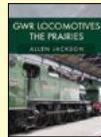
**A0604 East Coast Main Line:****Peterborough to York****£15.99**

The East Coast Main Line is known as the gateway to the North. It runs from London King's Cross to Edinburgh, passing through multiple counties on its high-speed run, taking roughly four hours. In this second volume looking at the famous railway, Adam Head focuses on the leg from Peterborough in Cambridgeshire through to York in North Yorkshire, stopping at all the stations along the way. The book features more previously unpublished images illustrating the multiple operators serving these stations and this busy area of the East Coast Main Line.

**A0552 Greater Anglia: First Ten Years****£15.99**

In 2012 it was all change for the railways of East Anglia. After eight years of National Express it was time for a new operator to emerge on to the East Anglian railway scene. Introducing Greater Anglia operated by Abellio, who would go on to operate the area for the next ten years with their varied

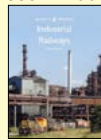
stock of different ages, liveries of past operators, and challenges of all different types. The years would prove challenging for Greater Anglia as they soldiered on and eventually they pioneered new trains that would go on to change train travel in East Anglia and the surrounding areas forever. This book covers the first ten years of Greater Anglia, with previously unpublished photographs documenting the many changes seen on the railways over the last decade.

**A0963 GWR Locomotives: The Prairies****£15.99**

Known as the Prairies, these tank engines of the 2-6-2T variety were some of Churchward's earliest designs and were the precursor for successful variations of one of the classes, numbered 51XX until 1949. There were two basic types, the smaller type for branch lines and the larger type mostly for outer suburban work in London and Birmingham, but also used as banking engines at Sapperton, Ratterly, Hemerdon and Dainton inclines. The smaller 45XX class started off as a class of seventy-five engines, but were eventually developed by Collett into a class more than double the size. They saw service on the St Ives portion of the Cornish Riviera Express and the Pwllheli portion of the Cambrian Coast Express. Profusely illustrated throughout and packed with technical detail, Allen Jackson tells the story of the Great Western Railway's Prairie class locomotives.

**A0199 Heavy Freight Locomotives****£15.99**

In the 1970s the introduction of the merry-go-round coal trains required a far more powerful loco, leading to the 3300hp Class 56 being built. For general freight services, the Class 60 was developed. Both these types suffered from reliability problems in their early years. Several large stone companies in Somerset became frustrated with the constant loco problems that BR were having and decided to order their own locos, choosing General Motors in the USA to supply them. This resulted in the Class 59, which started service in 1986 and proved to be so effective that other Railfreight operators followed suit and ordered what became Class 66. Eventually, more than 400 entered service. This book of mostly unpublished colour photographs, taken by George Woods between 1966 until 2019, show the locos hauling a variety of trains all over the BR system.

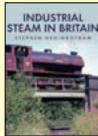
**A9862 Industrial Railways****£8.99**

Away from the glamour of the main line express, thousands of miles of industrial railway moved raw materials and finished products from the very dawn of railways in the UK. From sewage works to sugar factory, all manner of industries were served, employing on occasion dozens of locomotives or in other cases simply a horse or a petrol tractor. The Becton gas works in London ran a massive railway, complete with locomotive roundhouse and signals, whilst the ironstone industry of the East Midlands operated on the edge of fields. Truly it can be said that one was never more than a mile or two from an

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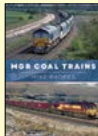
industrial railway, though often its existence might not be well known. Cable worked lines abounded in town brickworks, and a cornucopia of locomotives provided power, whilst a fantastic array of specialist wagons moved all manner of goods, some of them hardly salubrious. A few industrial lines have survived to be kept as heritage attractions, one is even a Scheduled Ancient Monument.

## **A9038 Industrial Steam in Britain £15.99**



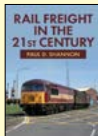
Covering industrial steam throughout the British Isles over several decades, the terrific photographs featured here, captured by David Letcher, document a period of our industrial development that is now long gone. Steam-powered workhouses helped turn Britain into an industrial powerhouse, and these wonderful photographs show these locomotives in a variety of settings, a long way from the steam heritage railways of today. Published for the first time here in a selection curated by transport author Stephen Heginbotham, the photographs offer a richly rewarding and nostalgic tribute to the final years of steam on our industrial railways.

## **A0888 MGR Coal Trains £15.99 Feb**



As electricity became more widely used to power and light Britain's towns and cities several municipal boroughs built their own power stations. In the early years these were inevitably fed by coal, of which the UK had a plentiful supply. In the 1960s and early 1970s the government embarked on a programme of constructing new power stations. The majority of these were constructed with direct rail-connected on-site coal handling facilities and thus was born the Merry-Go-Round, or MGR, coal train. The book features a UK panorama of a wide variety of coal trains on the move, with previously unpublished images from across many years and locations.

## **A1184 Rail Freight in the 21st Century £15.99**



Freight operations on Britain's rail network have changed enormously in the last two decades. In this book author and photographer Paul D. Shannon surveys the changes in the rail freight scene since the year 2000. With superb colour photographs he illustrates the different freight operating companies in this period, the wide range of traction that they have used and the variety of wagons that could be seen. Views include the terminals, both sea ports and inland. There was a wide range of goods carried in this period, from aggregates and cement for the construction industry, minerals and waste, including china clay, gypsum and potash, to metals and energy materials such as coal, nuclear and biomass. Intermodal freight carrying containers is also important, and other logistical freight operations include mail and parcels. Although the wagonload network has declined in this period, loads such as timber continue and also niche markets such as bottled water.

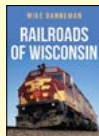
## **A0012 Narrow Gauge & Industrial Railways-**

**The Late 1940s to 19960s**

**£15.99 Feb**

This photographic tour includes the Isle of Man Railway, Stewarts & Lloyds Minerals at Corby, British Industrial Sand at Middleton Towers & Leziate, the Wissington Light Railway, Richard Garrett Engineering Leiston Works, Bowater's Railway at Sittingbourne, Kemsley & Ridham Dock, the Vale of Rheidol Railway, the Welshpool & Llanfair Light Railway, Dinorwic Quarries (Padarn) Railway, Penrhyn Quarry Railway, the Talyllyn Railway and the Festiniog (Ffestiniog) Railway. People, machines and landscapes are crystallised on film for future generations; reawakening memories for those who lived through this time of change and offering a fascinating insight for those who are too young to have been trackside during this intriguing period of railway history.

## **A0317 Railroads of Wisconsin £15.99**

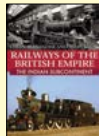


Wisconsin, known affectionately as America's Dairyland, is in the upper Midwest, bordered by Lake Michigan on the east and the Mississippi River to the west. By nature of its geography, Wisconsin has a variety of secondary and branch lines serving an interior of forests and farms, as well as main lines connecting cities like Milwaukee and Minneapolis/St Paul. Trains traverse 3,253 miles of rail lines in Wisconsin hauling everything from agricultural products, ore, and coal, to finished goods in containers. Probably best known as the home of the Milwaukee Road, the state's railroads have continued to go through some amazing transformations the last few decades. Colourful railroads like Milwaukee Road, Soo Line and Chicago & North Western have transformed into today's Canadian Pacific, Canadian National and Union Pacific, with some dazzling spinoff railroads along the way.

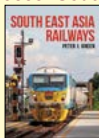
## **A9026 Railways of the British Empire:**

**The Indian Subcontinent**

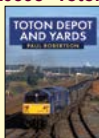
**£15.99 Feb**



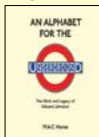
Long before Brexit, the Common Market and even the Commonwealth, Britannia truly did rule the waves. Perhaps more unsung is the fact that she also ruled the rails over much of the world, for Britain's engineers effectively exported the Industrial Revolution and specifically the railway around the globe. This was especially true of the forerunner of the Commonwealth, the British Empire. In those parts of the world that were coloured pink on schoolroom maps, the rapidly expanding colonial railways were supplied by British companies like Neilson Reid, Bagnall, Kitson, Cravens and Cammell-Laird. This book tells the story of the expansion of the railways of the British Empire in the Indian subcontinent, featuring stunning photographs, contemporary maps, posters, travel brochures and extracts from other interesting documents.

**A9888 South East Asia Railways****£15.99**

The metre-gauge railways of South East Asia are a popular destination for railway enthusiasts from all over the world. In this book, Peter Green looks at the national railways of Thailand, Malaysia, Cambodia, Myanmar and Vietnam in the twenty-first century. While all these railways are modernising at varying rates, it is still possible to step back into the past and experience train travel behind diesel traction, often in carriages with windows that open, through varied and interesting landscapes. Semaphore signalling is disappearing rapidly but can still be seen in parts of Thailand, Myanmar and Malaysia. With a wealth of previously unpublished photographs, this book offer a fascinating insight into the railways of this rapidly changing area of the world.

**A0398 Toton Depot and Yards****£15.99**

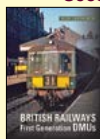
Toton first saw railway yards built on the site in the 1850s to support the growing need to transport coal from the collieries of the Erewash valley and, later, the Leen valley area to towns and industry. Later, growth in wagonload traffic saw British Rail invest heavily in the yards, including mechanised hump shunting equipment and a modern diesel locomotive facility. However, wagonload traffic was soon to decline, and the transport of coal was revolutionised by the merry-go-round concept utilising new HAA wagons, sweeping away the numerous older vacuum-braked types. Toton was once the heart of coal on the railway, but the decline in use of fossil fuels in the UK has decimated the coal train from the national network, with Toton yards now partly abandoned and the remainder in use mostly as a base for engineering trains & traincrew relieving point. This book illustrates the changing scene at Toton from the last days of British Rail through to privatisation and up to the present day.

**CAPITAL TRANSPORT PUBLISHING****CA461 An Alphabet for the Underground****£19.95**

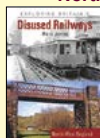
Transport for London's corporate identity is one of the most familiar and recognisable in the world. The bar & circle device and, in particular, Edward Johnston's exceptionally clear lettering have been in use for over 100 years and have come to symbolise London itself. In order to put Johnston's work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

**CA476 The London Underground-****A Diagrammatic History 10th Ed****£9.95****CA464 London Underground Station Encyclopaedia****£50.00**

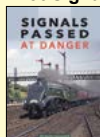
In our largest book ever, the leading expert on London Underground stations provides histories and details of every one of the 272 stations served by the Underground. In its 416 large pages, you will find all significant dates for each one, station descriptions and over 1000 colour photographs showing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

**GREGY****CR253 British Railways First Generation DMUs****Second Revised Edition****£35.00**

This updated and expanded edition of Hugh Longworth's classic book on the subject records the great variety of DMU types constructed as part of the programme. Each is covered in detail with information about construction, technical specifications, entry into service, formations, allocations, withdrawal, and final fate. This new edition makes full use of colour throughout with many additional photos included. The diagrams have been redrawn and a new section showing the unit formations has been added. Comprehensive in its coverage, this book will be sought after by all those modellers, preservationists and historians seeking a detailed reference work on the history of the generation of DMUs.

**CR257 Exploring Britain's Disused Railways-****North West England****£20.00**

If anything, interest in Britain's railways and their history is increasing rather than diminishing. Many now deeply regret the mass closures of the late twentieth century and there are campaigns in many parts of the country to reverse some of these and restore lines that were prematurely closed. That railways are unquestionably an environmentally friendly form of transport is also part of this narrative. This book takes a detailed look at many of the lost railways of the north-west of England. It examines how they have fared since closure and what is still around to see and visit. The post-closure history of the line includes track lifting, demolition of buildings and structures, changes of ownership and access and the current condition of the railway in question today. As well as looking at what remains of a line, its original purpose is also explored; why was it built, what did it carry, why did it close?

**CR256 Signals Passed at Danger****£25.00 2023**

The authors have both worked in the front-line of the relationships between government and railway, drawing on their experience as well as meticulous research, they paint a broad canvas, but one illustrated with local detail to show the consequences of high-level political decisions. This is a companion to the award winning *Holding the Line*, which dealt with the politics of railway closures, and *Disconnected!* that told the story of reopened lines and stations. It will be essential reading

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

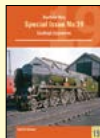


for historians, economists, railways managers, civil servants, political researchers and students as well as the many thousands who have an interest in the rich history of railways in Britain.

## CR261 The Southern Way Special

Issue No 19- Eastleigh

£16.95



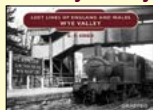
This memoir of those final years of steam at Eastleigh shed is packed with interesting and informative insights on those last years of SR steam, it is also an affectionate and well written recollection of a long-gone era. Chapters deal with diverse topics, such as working both pick up goods trains and longer distance freight diagrams including the nightly services destined for Feltham yard in London. On the passenger side, among the topics covered are the workings through to Bournemouth and the boat trains which served Southampton Docks. The author also provides his personal assessment of the capabilities of many of the different steam classes on which he worked.

## GRAFFEG

### GR201 Lost Lines of England and Wales-

Wye Valley

£8.99



A through route opened by the Great Western Railway on their former main line from Birmingham to Cheltenham, which used to run via Stratford-upon-Avon, this was a

relatively late addition, constructed in the early twentieth century between 1900 and 1906. This volume returns to the line's heyday in the age of steam, travelling through what remains a very heavily visited part of the Cotswolds; in addition, the section from Broadway to Cheltenham Racecourse station has been reopened as the Gloucestershire & Warwickshire Railway Steam Railway (GWR) and recently extended to Broadway in this popular tourist hotspot.

## GREAT NORTHERN BOOKS

### GN725 Gresley's D49s

£25.00

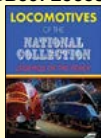


Gresley's D49s follows the career of this important class which ran in service between 1927 and 1961. Introduced by the London & North Eastern Railway for intermediate passenger trains, the engines were designed by the world-renowned

locomotive designer Sir Nigel Gresley. Some of the class members featured poppet valves with rotary cam valve gear. This offered improvements over conventional piston valves. The D49s were employed in the North East of England and Scotland and the engines are pictured at a number of locations in these areas, such as stations, sheds, from the lineside, as well as workshop s. The images span both the LNER period and British Railways ownership and consist of nearly 200 high quality colour and black-and-white photographs. A large number of the 76-class members are included in both eras. One D49 4-4-0 has been preserved and is at present under overhaul. Whilst this occurs, this collection can serve as an interesting reminder of the D49s and a distant era well worth remembering.

## GRESLEY BOOKS

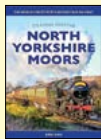
### GB857 Locos of the National Collection £16.99 Feb



Legendary steam railway locomotives such as Flying Scotsman, Mallard, Stephenson's Rocket and City of Truro have been household names for generations and are now owned by the public. These are the locomotives that not only shaped global

transport history but steered the evolution of the modern world, shrinking continents and making rapid transit between one-time faraway places an everyday occurrence affordable to all. The National Collection was amassed largely in the face of modernisation of the British railway network, when the introduction of diesel and electric locomotives in the Fifties led to the mass withdrawal and scrapping of many classic steam locomotive types. Officialdom decreed that examples should be preserved for posterity thus creating a fantastic legacy of locomotives big and small for future generations to relish. This book, written by Heritage Railway magazine editor, Robin Jones, looks at both the big named engines and the lesser-known workhorses, all with their own stories to tell.

### GB864 Steaming Over the N York Moors £16.99 2023



Steaming Over the North Yorkshire Moors is the story of the North Yorkshire Moors Railway, a pinnacle of the rail preservation movement. Author Robin Jones, editor of Heritage Railway magazine, tells the story of how the line began in 1836 as

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

## HISTORY PRESS

### H9157 London Underground Symmetry and Imperfections

£25.00



When we see a symmetrical image, it soothes us. It feels as if a puzzle has been completed in front of our eyes. In his first book, The Tube Mapper Project: Capturing Moments

on the London Underground, Luke Agbaimoni captured such themes as reflections, tunnels and escalators, and light. This follow-up sees Luke delve into his obsession with symmetry, in his quest to find beauty in the seemingly mundane, seeking out stunning and powerful examples of symmetry across the London Underground network. This new book, this time produced in a landscape format, considers such

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questions as what symmetry means, and how to find it in your daily commute, as well as finding symmetry in doors and tunnels, and revelling in the design of the newly opened Elizabeth Line.

#### H9738 Remembering the Big Four

£25.00



The railways of Britain were battered and bruised after the First World War. Over 20,000 miles of track were owned and operated by 120 companies, and the government decided the country could no longer support so many inefficient, diverse and, in some cases, overlapping operations. To stem the mounting losses and regulate the system, the 1921 Railways Act, also known as the Grouping Act, became law on 1 January 1923. Just four large companies remained, nicknamed the 'Big Four': the LMS (London, Midland and Scottish Railway); the LNER (London and North Eastern Railway); the SR (Southern Railway); and the GWR (Great Western Railway). Remembering the Big Four looks back at the Big Four railway companies, 100 years after they were drawn together. Complete with contemporary images of the locomotives inherited and built by each company, it is essential reading for any railway enthusiast.

#### H9901 The Story of the Big Four

£14.99

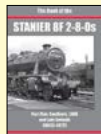


GWR, LMS, LNER and SR: these initials arouse memories of the Cornish Riviera Express, the streamlined Coronation Scot, the streamlined Coronation with its beaver tail, and the Southern Electrics, yet three of these companies only enjoyed a life of 25 years. Colin G Maggs, who was born in this era and is one of the country's leading railway historians, is perfectly placed to tell the story of how these Big Four companies came into being and their enormous success following the rundown of the railways during the First World War, which system of neglect led to 26 companies becoming four.

#### IRWELL PRESS

#### IR250 Book of the Stanier 8F 2-8-0s Part 5 - Southern, LNER

£34.95



This book is the fifth and final volume in the 'Book of Stanier 8F 2-8-0s' series. In this fifth part Ian Sixsmith explores the remaining locomotives turned out by the Southern and the LNER, together with the curious 'Late Arrivals' rescued as wrecks from the Sands of Nile and taken on by BR, as late as 1957. All the usual works histories and allocations are included for every locomotive.

#### IR249 Joy of Jinties- 3F 0-6-0Ts of the LMS and BR 1924-1967 Part 3 47460-47579

£21.95

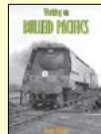


The well known LMS 'Jinty' 0-6-0Ts originally known as the 'standard shunting tanks' came to number over 400, built over the years 1924-1931. The origin of the name is subject to various theories but in effect is lost in antiquity. The Tri-ang model of a Jinty, the famous 47606, was one of the best selling OO scale toy models of all time. The new Jinties flooded

across the LMS and through to the middle 1960s could be found labouring daily the length of the land; pilots at the great stations, from Euston to New Street to Preston to Carlisle, or pottering in remote sidings. There was an endless variety of trip workings and local freights, ambling the length of a branch or collecting and delivering wagons to a series of outlying yards. They long survived the onset of diesel shunters and were only finally extinguished in 1967. In this part the 47360 to 47479 Jinties are covered.

#### IR248 Working on Bulleid Pacifics

£28.95

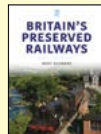


The author spent the best years of his working life at Yeovil Town engine shed, cleaning and labouring at first and then as fireman on goods and passenger trains to Exeter, Salisbury and Weymouth. The acme of engine working to him was a Bulleid Pacific and a fascination and wonder began in the days when 'dieselisation' and 'electrification' were just bad things that might not ever happen. Sadly, they did but a love affair with the engines continued through life into retirement. Along with his own reminiscences, Derek has brought together the antics and adventures of a dozen or so mates and colleagues, all of them similarly enamoured of these magnificent and enigmatic locomotives, both in their original form and as rebuilt by British Railways. There is much on Derek's stamping grounds in the West of England but Bulleids are also portrayed from every depot, Devon to Kent, from which they worked. Hundreds of photographs show them (well more or less!) in every conceivable mode of operation.

#### KEY PUBLISHING

#### K2210 Britain's Preserved Railways

£16.99



The preserved heritage museum railways of Britain are thriving. Not only is there continuing nostalgia for the steam locomotives of a bygone era, but a growing number of diesel locos and multiple units, both in use and under restoration on site, make the different lines ever more attractive to the modern enthusiast. This book contains a multitude of information to help the reader find and enjoy these lines, including maps, mileages (miles and chains), gradient profiles and tables of locomotives and multiple units. Details of steam locomotives are covered, together with the often-overlooked ex-industrial steam and diesel locomotives. The information provided here also includes the statuses and current liveries of rolling stock at each of the featured railways, as well as details of future plans. Illustrated with colour photographs showing some of the best locations for lineside and station photography, this book is vital for anyone looking to explore Britain's preserved railways.

Last date for posting items by Royal Mail for Christmas is Monday 19th December.

Last date for posting items by DPD for Christmas is Thursday 22nd December.

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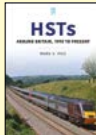
## K2184 Class 442s - Wessex Electrics

£15.99



First introduced in the late 1980s, the Class 442s were like nothing that had been seen before in terms of Southern Region electric multiple units. These stylish and sleek trains were the first electric multiple units capable of reaching 100mph, and after many years travelling on the old Southern slam-door stock, mostly in vehicles that dated back to the steam era, the public's experience of riding in one of the 442s must have been incredible. The class served with several operators, including South West Trains, Southern and South Western Railway. With the advent of COVID-19 and the cutbacks to rail services across the country, after 35 years of service, the Class 442s found themselves on the chopping block. This book is a pictorial tribute of more than 200 images to what was, by far and away, the best electric unit ever to have worked on the Southern Region electrified lines.

## K2249 HSTs: Around Britain 1990-Present £15.99



For almost 50 years, High Speed Trains (HSTs) have been the mainstay for express services for many operators in the UK. While they were used extensively by British Rail, even being dubbed 'the saviour of British Rail', these trains have been used by other operators as well, including East Coast, Midland Mainline, and Virgin CrossCountry. However, following their mass withdrawal in 2018–19, when the Hitachi bi-mode units came on the scene, many of the HSTs were put into storage, or, sadly, scrapped altogether. Fortunately, not everyone followed suit. Some operators have been reconsidering their potential in recent times. Colas Rail acquired some to use as test trains operated for Network Rail, and Locomotive Services Ltd have two dedicated charter sets that are used throughout the UK. Illustrated with over 230 images, this book follows on from HSTs: The Western Region. It shows HSTs over the past 20–30 years, in numerous UK locations, highlighting why they have served so long and why they should be saved.

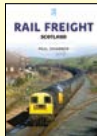
## K2461 Japan's Rlys- Hokkaido to Chubu £15.99 Jan



At the start of the Meiji Era, Japan emerged from its years of self-imposed isolation and quickly modernised. Part of this modernisation was the construction of the railways – the first of which opened between Tokyo and Yokohama in 1872. The railways were nationalised in the early 1900s and continued to expand, with new line construction continuing through the 1980s. However, the 1980s also brought rising costs and falling revenues, so the state-owned network was split into seven different companies. Each company owns and maintains its section of tracks and operates the trains. This book, the first of two volumes, takes the reader on a journey from Hokkaido to Chubu, showcasing the lesser-known, and lesser-visited, lines. Spanning the years between 2004 and 2016, it is fully illustrated with over 170 images and demonstrates how the lines have changed during this time, while showcasing the various trains and tracks that cover Japan.

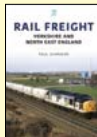
## K2165 Rail Freight Scotland

£15.99 Jan



In the early 1980s, Ravenscraig steel works was the biggest source of rail freight north of the border. Wagonload freight was still providing a service on some rural lines. Today, both are a distant memory and coal is no longer carried by rail anywhere in Scotland. However, in a few areas, rail freight has done well. The Oxwellmains cement works and Grangemouth refinery are still big rail users. Intermodal traffic has also grown substantially. With over 160 photographs, this volume looks at the changing face of rail freight in Scotland. It details the changes in traction, rolling stock and railway infrastructure over four decades.

## K2307 Rail Freight: Yorks & NE England £15.99

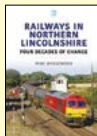


Forty years ago, large areas of Yorkshire and the North East were criss-crossed by freight-only lines, many of them serving the heavy industries that had brought prosperity to the railways decades earlier. Classes 25 and 40 were enjoying their last few years of service in the early 1980s, while the unique Class 76s on the Woodhead route and Class 13 'master and slave' shunters at Tinsley lasted until 1981 and 1985 respectively. The Class 37s still had plenty of life left in them, especially in the North East where they worked most coal trains and a share of other traffic, too. Often overlooked were the humble Class 08 shunters, busying themselves not just in marshalling yards but also sometimes on short main-line trips. Today's rail freight scene may be less varied, as in most parts of Britain, rail freight haulage these days is dominated by the Class 66, with the Class 60s making a comeback in some surprising areas.

## K2207 Railways in N Lincolnshire-

### Four Decades of Change

£15.99



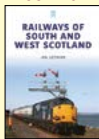
Set against the contrasting rural and industrial scenery of northern Lincolnshire, this book illustrates the area's fascinating passenger and freight trains, railway infrastructure, stations and signalling over a 40-year period. Moving from west to east through the area, it shows many of the locations on the railway and the variety of locomotives and multiple units that have appeared in the area from 1979 to the present day. Taking the reader on a fascinating journey, this book contains over 180 historic photographs, each accompanied by an extensive caption. Together they form a comprehensive historic record of the trains in northern Lincolnshire, including many of the changes that have taken place in the railways of the area. They illustrate how passenger and freight services have grown or declined and how the infrastructure of the railways has evolved through a period of 40 years to meet the needs of the modern railway era.

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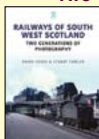
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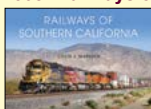


**K2163 Railways of S and W Scotland £15.99**

The West Coast Main Line and the line from Kilmarnock south to Gretna were both built to ensure that passenger services from Scotland would connect to towns and cities in England and, more importantly, that it would open up markets for both manufactured goods and mineral traffic, principally coal, which at that time was required in vast quantities for both industrial and domestic use. The line south from Glasgow to Stranraer was to provide a connection with the ferries for both goods and passengers to and from Ireland. Lines to multiple destinations on the Clyde Coast connected with ferries to various islands for an ever-increasing volume of commuter traffic. The various changes to motive power, liveries and services over the last 30 years are reflected in the illustrations, which also record the demise of the once huge volume of coal traffic. South of Edinburgh, there is a look at the Borders Railway, which, when it was opened in 2015, was the longest line to be reopened within the UK.

**K2162 Railways of South West Scotland - Two Generations of Photography £15.99**

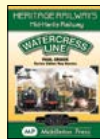
With over 180 photos, this book presents two generations of railway photography of the southwest of Scotland. The periods of 1960-80 and 2001-21 were chosen because the former covers the changeover years from steam to diesel, and the latter covers privatization, electrification and a reawakening of the rail network in the southwest.

**K2308 Railways of Southern California £30.00**

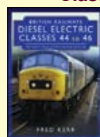
Passing through some of the most picturesque scenery in the world, several main routes traverse Southern California. Most are freight corridors, but there are a handful of long-distance passenger services. Some of the long-distance and heavy freight services can be powered by up to ten locos, equating to around 50,000hp. One of the most scenic routes is on the Union Pacific-owned track between Mojave and Bakersfield, which climbs over the Tehachapi Mountains, reaching a height of over 4,000ft above sea level, requiring locos to work hard on the climb either side of the line's summit. The route over Cajon, one of the busiest freight routes in the world, is also covered, as well as the routes between Barstow and Needles, the central California line, and the Pacific 'Surfliner' route between Los Angeles and San Diego. With informative captions explaining the locos, their routes, and the best places for rail enthusiasts to see these trains, this is the ultimate guide to the railways of Southern California.

If we have to order the book in for you, it takes, on average, 2 weeks for the majority of books to arrive from our various suppliers/stockists.

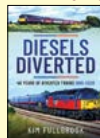
Please get your orders in early to avoid any disappointment this Christmas.

**MIDDLETON PRESS****M5675 Heritage Railways- Mid-Hants Railway - The Watercress Line £18.95**

In this book we take a scenic journey on this heritage railway through the delightful Hampshire countryside. The Watercress Line, named after the leaf vegetable that was once sent nationwide from Alresford station, was acquired from British Railways in 1975. The route opened in sections from 1977-85 and now runs for 10 miles between the market towns of New Alresford and Alton. This album, which includes a mixture of colour and black-and-white images, illustrates the line's great appeal to enthusiasts and visitors alike.

**PEN & SWORD****B8994 British Railways Diesel Electric Classes 44 to 46- The Mighty £25.00**

Derby Works introduced the first mainline Diesel to UK service with the production of LMS 10000 in 1947, although mainline diesels had previously been tested on post-Grouping main lines prior to being exported. When British Railways' Modernisation Plan of 1955 was initiated by a Pilot Scheme to identify the best features for a future standard diesel fleet, Derby Works upgraded the design to produce its Type 4 - later Class 44 - locomotive that ultimately spawned 193 locomotives encompassing 3 variants which powered trains throughout the UK network. Fred Kerr lived close to the Midland Main Line in Northamptonshire and observed the class from their introduction in May 1959 to their final withdrawal in the 1980s and has amassed a collection of images. This album contains images from his extensive collection and, supported by a brief text, reflects the history of the 3 variants by showing the variety of services which they powered and the wide range of locations where class members were to be found.

**P9476 Diesels Diverted- 40 Years of Diverted Trains £25.00**

This book provides an insight into an area of railway operations that has received little coverage up to now, diverted trains. British Rail had a policy of diverting trains around engineering work where possible and this continued through to rail privatisation in the 1990s. Although rail replacement buses have become more common in recent years, diversion of rail services still takes place, both passenger and freight, but less often than before. An interesting feature of diverted trains is that they would often use unusual motive power or run on lines which didn't normally see that type of traffic. Some diversions featured electric traction being hauled by a diesel locomotive. The author has selected photos from his extensive collection to show diverted trains over a 40-year period from 1980 to 2020 with several other photographers providing additional geographic coverage. Both passenger and freight trains appear, mainly featuring diesel traction but also a few electrics.

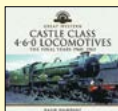
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## P9530 GW Castle 4-6-0 Locos 1923-59 £40.00



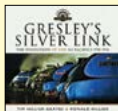
The Great Western Castles were one of the most successful locomotive designs of the 20th century in terms of both performance and efficiency. Designed by Charles Collett in 1923, based on the 1907 Churchward Star' class, 155 were constructed almost continuously, apart from the war years, between 1923 and 1950, in addition to fifteen rebuilt Stars' and one rebuilt from the Great Bear pacific. Many were modernised with increased superheat and double-chimneys in the late 1950s and the class continued to be the mainstay of all Western Region express passenger services to the West Country, South Wales, Gloucestershire, Herefordshire and the West Midlands until replaced by the WR diesel hydraulic fleet in the early 1960s. This book covers their design in a chapter written by Bob Meanley, who masterminded the restoration at Tyseley Works of the Castles Earl of Mount Edgcumbe and Clun Castle, and their history, operation and performance from the high speed of the 1930s through to their rejuvenation in the 1950s.

## P9534 GW Castle Class 4-6-0s- Final £30.00



The author's second volume about the Great Western's classic express locomotives covers their final six years in British Railways service. In 1960 the Castles, many now modernised with double chimneys and 4-row superheaters, were still in charge of most of the Western Region's expresses, but by the summer of 1963 their regular express work was limited to the London – Worcester route. Their declining numbers in the last couple of years covered special summer and relief trains, parcels and freight work, deputising for failed or unavailable diesels and a flurry of excursions and rail tours where their prowess could still be demonstrated. The author worked and lived alongside them in these years and the book includes much of his own personal experience on the footplate, on their trains and on shed. The book recaps briefly their first 25 years and covers their history, operation and performance in their final years and is copiously illustrated including over 100 colour photographs.

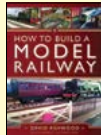
## P7339 Gresley's Silver Link- The Evolution of the A4 Pacifics 1911- £35.00



Gresley's A4 Pacifics are arguably the most famous locomotives ever built, a status cemented by Mallard's record-breaking run on the 3rd July '38. So, for only four exhilarating years they were allowed to flourish as their creator had intended and in that time captured the imagination of railwaymen and public alike. With the help of previously unpublished material the author analyses the complex evolution of the A4s - a project that began in 1911 when Gresley was appointed as Locomotive Superintendent of the Great Northern Railway. It is a story with many strands to consider - war, peace and war again, engineering and art, politics and business, recession and social change, the growth of the media and consumerism, the struggle for professional reputations and a growing,

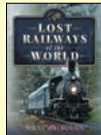
deeply damaging international rivalry. All these elements are captured in the story of the A4s in the heady days before conflict ended their brief golden age and Gresley's life came to an end.

## P9484 How to Build a Model Railway £25.00



Moving from a train set out of a box to making your own model railway can seem a daunting proposition. Whether you go your own way, wish to follow a prototype tightly or have an inherited stock that you want to make the best of. This book covers the act of deciding on a design that will keep the interest alive. Executing it in a manner that is within your skills set and finishing it to a quality you are satisfied by within a time and financial limit. Here learning from those who have had both successes and the occasional false start will assist you in execution of your project and maintaining its interest. The book aims to explain jargon and includes such subjects as project design and planning, alternative baseboard construction methods, track laying, basic electrics accompanied by a rich and varied imagery.

## P9617 Lost Railways of the World £40.00



The material for this volume has been collected and researched over a period of almost fifty years. Informative text records the fortunes of the world's lost railways and every country with significant disused railways is included. Lost railways are a unifying theme, being found throughout the world, from the hottest African desert to the coldest steppes of Russia. The book has a surprisingly British flavour as historically many railways throughout the world used British equipment and operating practices. On his first trip in the 1970s the author discovered British signalling equipment in Europe. In 2020 he discovered the same firms' equipment in South America. The world's top ten lost lines are listed, from the seven-mile-long sea bridge on a line that ran through the Florida Keys, to the rugged mountain splendour of the Khyber Pass Railway. Some of the oldest, largest, longest, most northerly, southerly, expensive, crookedest, steepest, highest, lowest and most notorious lost railways are included.

## SILVER LINK

## S4592 Dockland, Smokestacks & Slums- In the Shadows of British Industry £35.00 Feb

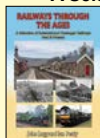


This book provides a photographic study of the 19th and early 20th century British industrial scene from its recovery following the Second World War to its decline in the mid-1980s. This was an era when Britain still led the world in engineering, shipbuilding, merchant shipping, commerce and exports, not to mention international prestige. Most of the photographs date from the 1950s and '60s, and although they show poverty, pollution and often industrial decay, at the same time they have immense nostalgic and aesthetic appeal. They represent a lament for that lost industrial Britain and this might possibly be the only book to extol the aesthetic contribution that those industrial elements made to our

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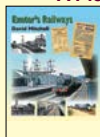
townscapes. Much of the late-Victorian industrial architecture was a credit to our townscapes, but most has now disappeared almost without trace, converted, redeveloped and sanitised beyond recognition.

**S4597 Railways Through the Ages - A Selection of Industrial and** £25.00 2023



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

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

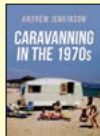


In this book, the author David Mitchell looks at Railways in and around Exeter. Mitchell looks at each station, including the various developments that have occurred over the years as well as the freight yards and their traffic. He also shows the reader the transition that took place from steam to diesel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

## OTHER TRANSPORT

### AMBERLEY PUBLISHING

**A1209 Caravanning in the 1970s** £15.99



Drawing on his unique knowledge of caravans, Andrew Jenkinson not only describes the typical caravan holiday of the 1970s but he also includes fascinating detail about the different type and makes of caravan, including Swift and others, as well as the bestselling cars that towed them, from the Sunbeam Rapier to the Ford Capri. The book also discusses essential 1970s caravanning equipment, including portable TVs, stereo tape players, push-button radios, barbeques and portable fridges. The author shows how comparatively easy caravanning was in the 1970s compared with the present, including ease of access to the countryside and even the beach and a lower volume of traffic. Caravan sites also developed to provide ever more lavish facilities.

**All these books due shortly. To order visit our website [mdsbooks.co.uk](http://mdsbooks.co.uk)**

Accompanied by period photographs of both 1970s caravans and cars, and drawing on the author's unrivalled expertise, this book is an informative and enjoyable guide to caravanning in the 1970s.

### MALVERN HOUSE PUBLICATIONS

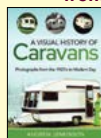
**MH184 Hanomag Album Plus Henschel & Tempo** £5.95



Hanomag was a long-established steam locomotive manufacturer which in 1905 took out a licence to make steam road vehicles and railcars. In 1912 the firm further diversified into building motor tractors, which became a profitable product line for five decades. In the 1920s Hanomag made their first motor cars, the famous Kommisbrot, a spartan light car, followed by well-engineered cars aimed at the German middle market. Hanomag's last production cars in the late 1930s were streamlined saloons, but in the meantime the company introduced a range of heavy motor lorries, then turned its resources over to the German war effort. Over 16,000 Sd.Kfz 251 half-track military vehicles were produced in wartime. 1949 saw the new L28 lorry range, and Hanomag joined the Rhein Stahl consortium in 1952. The Kurier, Garant and Markant truck range was made from 1957. In 1964-65, Rhein Stahl acquired Henschel and Tempo, and merged both firms with Hanomag.

### PEN & SWORD

**P9231 A Visual History of Caravans - Photographs from the 1920s to Today** £25.00



This book is a visual and informative look at the heritage of the touring caravan covering over 100 years of this now very popular form of leisure. The book witnesses the UK being the inventor, developer and major producer of touring caravans. Images; (many from the Authors own personal archive) show how caravan interior/exterior design has evolved and has been influenced by domestic trends through the decades. With nostalgic images the book brings to life this often forgotten yet important aspect of the modern touring caravan. Covering imported caravans as well as UK manufactured models shows just how continental tastes differ from UK buyers.

**P9547 British Transport Police - A Definitive History of the Early Policing** £25.00



This book traces the history of the British Transport Police, the National Police Force responsible for policing the railways of Great Britain. The roots of the Force go back almost 200 years, starting with the development of the railways during the 19th Century. Hundreds of railway companies were founded and although mergers and amalgamations took place, by the end of the century, well over 100 railway companies were operating. The first railway policemen were in 1826. During the 20th Century, railway companies continued to merge before being nationalised in 1948. The following year, the British Transport



Commission (BTC) was created to oversee the network docks, shipping, inland waterways, road transport and road haulage. Also in 1949, the British Transport Commission Police (BTC Police) was created to take over the policing of these newly nationalised institutions. The BTC Police was renamed the British Transport Police in 1963 and has continued to operate ever since.

## CARS & MOTORING

### AMBERLEY PUBLISHING

#### A1377 Range Rover

£15.99

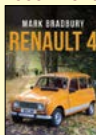


When the Range Rover was launched in 1970 it immediately drew attention. Its elegant but practical design mixed with exceptional off-road handling, as well as comfort on metalled roads, seemed to introduce a whole new way of driving. The

Louvre Museum in Paris exhibited it as a model of industrial design. Fifty years later, the Range Rover continues to be in demand. In this comprehensive book, Rover expert James Taylor covers all of the Range Rover models from the 1970s 'classic' to the fifth generation Range Rover of today. The book covers the remarkable engineering achievements of Land Rover in developing a vehicle just as at home on rugged hillsides as it was on the streets of Chelsea. He follows the developments that made the Range Rover ever more in demand as a luxury status symbol. This book will appeal to all Range Rover enthusiasts, offering concise but comprehensive coverage of one of the most admired British cars.

#### A1335 Renault 4

£15.99



Launched in 1961 as Renault's answer to the Citroen 2CV, the Renault 4 went on to become one of the most successful French cars ever made. In this book, expert Mark Bradbury uncovers the history of the Renault 4, including the early design

developments under Pierre Dreyfus and the ambition to build a car for the people when car ownership was soaring. This was to be a 'blue jeans car'. Apart from its practical design, the Renault 4 also incorporated several technical 'firsts', including a sealed cooling system. Building on its success, the Renault 4 went through several design changes and engineering improvements as well as a number of special editions. The author covers the motorsport successes, including the Paris to Dakar rally and a remarkable journey by four women in a Renault 4 through the Americas. As Renault prepares to unveil the first ever replacement for the Renault 4, and marking the 60th anniversary of its first launch, this book is a timely tribute to one of the most iconic French cars.

Parcels under 5kg will be delivered by Royal Mail 2nd Class, larger parcels will be sent by DPD to mainland UK addresses.

(Some remote areas of Scotland are not covered by DPD and will be sent in separate parcels by Royal Mail)

#### A1379 Rover P4

£15.99 Feb



When it was launched in 1949, the new Rover 75 was considered revolutionary for its time, its sleek integrated styling being very much a break with the designs of the past. In this book, Rover expert James

Taylor covers the development of all the various P4 models, from the 75 to the 110 of the early 1960s, providing a unique insight into a car still affectionately known as 'Auntie'. Despite its somewhat ponderous appearance, the solid build with wood and leather interiors matched by good driving dynamics made the Rover P4 a pleasure to drive and own. Complemented by the Rover P5 and eventually replaced by the Rover P6, the Rover P4 held sway for over a decade during which it became a favourite of the professional classes. After the end of production, it continued to remain a favourite among classic car enthusiasts. The various models and developments of the Rover P4 are all covered in this book, providing an endless source of interest for Rover P4 and classic car enthusiasts alike.

#### A1110 Thrust 2 - A Memory

£15.99

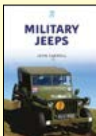


Inspired by the sight of RAF Lightning fighter interceptors climbing vertically into the sky at 50,000 feet per minute and by other British engineering and design achievements, Richard Noble, determined to put Britain back in the lead during the resurgence of national confidence of the 1980s, wanted Britain to regain the world land speed record. Thrust 2, driven by Richard Noble, broke the world land speed record on 4 October 1983 in the Black Rock desert in Nevada. Powered by a Rolls-Royce Avon turbo-jet engine, it reached a speed of 650.88 mph (1,047.49 km/h). It would hold the land speed record until 25 September 1987. In this fascinating book, Richard Noble tells the inside story of the development of the car that would beat the world. The story takes the reader from the drawing board, through the considerable technical difficulties, including aerodynamics, mounting an engine designed for jet fighter aircraft, and maintaining stability with suspension and wheels at speeds of over 650 miles per hour.

### KEY PUBLISHING

#### K2130 Military Jeeps

£15.99



In 2021, as the Jeep celebrates its 80th anniversary, there is no doubt that it is one of the world's most famous automobiles. The idea of preserving wartime Jeeps has become ever more popular. With over 220 photos, this book looks at the history of military Jeeps and provides an up-to-date view of them within the preservation scene.

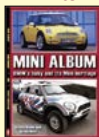
Last date for posting items by Royal Mail for Christmas is Monday 19th December.

Last date for posting items by DPD for Christmas is Thursday 22nd December.

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**MALVERN HOUSE PUBLICATIONS****MH187 Mercury Album****£5.95 Feb**

Mercury was created as a car marque in 1938 by Edsel Ford, to fill the gap between Ford and Lincoln-Zephyr, competing against middle-priced models from General Motors, Chrysler and other manufacturers. After the Second World War Mercury was conjoined with Lincoln in Ford's new Lincoln-Mercury Division (see Auto Review 162 Lincoln and Continental). Mercury settled in the mid-market, which it shared for a short time in the 1950s with the doomed Edsel, which is also described in these pages. Sub-ranges in later years included Comet, Cougar and Merkur, but in a 21st century process of rationalisation, Ford axed the Mercury brand in 2010. It had been in existence for just over 70 years. Our thanks to Dave Turner for some text incorporated here, which was previously published by us in Model Auto Review many decades ago.

**MH183 Mini Album BMW's Baby and its Mini Heritage****£5.95**

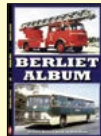
After outlining the heritage and character of the original Mini, which BMW wanted to maintain, more than half of this publication is devoted to the new MINI. It is not so 'new' now, of course; the original Mini lasted for over four decades, and at the date of this publication the MINI is in its third decade. In these pages we maintain the conceit established by BMW of using capital letters for the name of their car, so that you will know if the text refers to an original Mini, made from 1959 to 2000, or a MINI, made by BMW after 2001. There have been three generations of MINI, the first one made by BMW from 2001 to 2006, the second made from 2007 to 2013 and the third generation made from 2014 to 2022. As we went to print, a fourth generation of the MINI family was due to arrive for the 2023 model year, delayed by a year because of the Covid-19 pandemic.

**MH185 The Other US Car Makers****£5.95**

The Auto Review series has covered all the principal smaller US car-making groups of the post-war era; Kaiser-Frazer, Willys, American Motors, Studebaker-Packard, and it is gradually working its way marque by marque through the 'Big Three' (General, Motors, Ford and Chrysler). In these shark-infested waters there were minnows which attempted to compete for post-war US car sales. Some, like Checker, found a profitable niche market, and theirs is the longest story told here, including its pre-war days. Some tried to undercut the market with inexpensive cars, even home-built kit-cars, but others had grandiose plans to become major manufacturers. Mostly these cars were created by people who had a vision, but it was rarely a vision shared by the buying public. The main stumbling blocks were lack of finance, engineering expertise or artistic flair, or all three. Here we have tales of hope and disappointment, impossible fantasy, even of criminality and murder.

**PEN & SWORD****P1900 Discovering Lost Automobiles and Their Stories****£28.00**

Many enthusiasts dream of finding a Bugatti or a Bentley in a barn or a long disused building. In reality, such finds are more likely to be an Austin 7, Ford Popular or a Mini. This book is stuffed with these so-called barn finds. The author has tried to find out the background to the abandonment and the previous history of the as found car when it was in regular use. Why was it put away and apparently forgotten? Many of the stories have appeared in his Lost and Found column in Classic and Sports Car magazine, but a book gives a chance for the expanded story to be told. The cars featured date from 1900 through till the 1980's, most come from Great Britain and Europe but there are plenty from Australasia and USA. There are well over 200 different cars plus collections featured. Some of the locations are bizarre, a Daimler buried under a rockery, a Porsche sunk in Lake Lucerne, a Rolls-Royce on the roof of a high rise building in Karachi, or a Morris 8 special in a Gloucestershire pond.

**COMMERCIAL VEHICLES****MALVERN HOUSE PUBLICATIONS****MH186 Berliet Album****£5.95 Feb**

In the early years of the 20th century the company established by Marius Berliet made cars which were so advanced that they formed the basis of early Sunbeam cars in England, and Alco cars in the USA. Primarily a car manufacturer, Berliet also made lorries and buses; by the time of the Great War it was the biggest producer of commercial vehicles in France. By the late 1930s the emphasis had changed and it had become a truck company which also made cars. After WWII no cars were produced at all. In the postwar years Berliet, now run by Marius's son Paul, was once again the biggest manufacturer of commercial vehicles in France. Berliet built the biggest truck in the world in 1957, the T100. In 1967 Berliet lost its independence when it found itself under the same ownership as Citroën, when the company was acquired by Michelin. In 1974, Renault acquired Berliet from Michelin. Renault then combined the firm with Saviem, and the Berliet name disappeared after both were absorbed by the RVI group in 1978.

**MH182 Dodge Album****£5.95**

Dodge Brothers cars and light trucks were made from 1914 onwards, based on experience making cars and components for other companies. The tough, hard-drinking Dodge brothers, John and Horace, died within months of each other in 1920, both of them victims of drink. Their reputation for engineering quality had been established, however, and their company was acquired by Walter Chrysler

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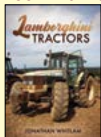
when he began to build his automotive empire. Dodge became the cornerstone of the Chrysler Corporation, in the profitable middle of the car market, avoiding the disastrous Airflow styling which afflicted other Chrysler brands in the 1930s. Dodge became a lynchpin of the Allied effort in WWII, making thousands of small 'soft-skin' military vehicles. Postwar Dodges veered between solid practicality and eccentric styling, but the brand mostly managed to maintain its mid-market position. Dodge cars, trucks and military vehicles are all covered in these pages. We have here the full story of Dodge from 1899 to present day.

## TRACTORS

### AMBERLEY PUBLISHING

#### A133X Lamborghini Tractors

£15.99



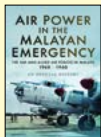
In this revealing book, tractor expert Jonathan Whitlam covers the full history of the development of Lamborghini tractors. First produced in 1948, the Lamborghini tractor brand soon gained a reputation for innovation. First powered by Morris engines, technical innovations soon led to the tractors being sold worldwide. Although Ferruccio Lamborghini decided to turn to the development of the now famous Lamborghini sports cars, the tractors continued under new ownership and went from strength to strength. The book shows how new designs and developments were introduced by the new owners, including revolutionary changes introduced in the 1980s. Lamborghini tractors stood out from the crowd, not only for their powerful six-cylinder engines but also their distinctive styling. Developments continued into the 1990s with the addition of sophisticated electronics, as well as constantly variable transmission.

## AIRCRAFT

### AIR WORLD

#### P2612 Air Power in the Malayan Emergency- The RAF and Allied Air

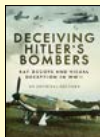
£25.00 2023



The difficulties of operating in a country the size of England and Wales, of which 80 per cent is dense jungle, against a mobile force of less than 10,000 were immense. Yet over the course of the Emergency a highly effective system of rapid response to guerrilla attacks and planned offensive strikes was developed. Though never amounting to more than six or seven squadrons, typically equipped with Spitfires, Beaufighters, Tempests, Lincolns and Sunderlands, and later with Vampires and Venoms, the RAF and Commonwealth crews helped the British and Malayan authorities defeat the insurgents. This book explores the RAF and allied forces in Malaya between 1948 and 1960.

#### P3412 Deceiving Hitler's Bombers- RAF Decoys and Visual

£25.00 2023



It was accepted at the start of the war that enemy bombers would always get through the UK's defences and that the German bomber crews could be expected to have a reasonable understanding of Britain's geography and of its main industrial and military facilities. That being the case, how could the most important sites be protected? A remarkable degree of success was achieved by the use of camouflage to conceal key locations by creating dummy structures and equipment, or, for example, displaying dummy tracks, lights and fires. To draw the Luftwaffe away from RAF airfields, many false aerodromes were built within six miles of the actual one. Though a little-reported aspect of the war in the air, and particularly during the period of the Blitz, visual deception played a major role in the defence of the UK and important targets overseas. The full story of the intricate and ingenious methods adopted to deceive Hitler's bombers is indeed a fascinating one.

#### P8120 Dornier Do 17 in the Battle of Britain £25.00 2023



During Britain's desperate struggle for survival that in the summer of 1940, the Dornier Do 17 played a prominent part in raids designed at neutralising the RAF's ability to resist and the British people's will to fight back. Having been built to outrun contemporary fighters when introduced into the Luftwaffe in 1937, it had become the Luftwaffe's main light bomber, and for the attack against Britain, three bomber wings, KG2, KG3 and KG77, were equipped with the Do 17. But by 1940, the Do 17 was nearing obsolescence and, with its weak defensive armament, it fell prey to Fighter Command's Hurricanes and Spitfires. In this comprehensive pictorial record of the Do 17, the bomber's role throughout the period of the Battle of Britain is displayed in the author's unique collection of British and German photographs. These photographs, coupled with first-hand stories from those who flew and those who fought against the Do 17, bring those desperate days and dark nights back to life.

#### P6887 Silver Spitfire- The Longest Flight £25.00 2023



Told through a panoply of astounding photographs, each stage of the Silver Spitfire's remarkable history and unrivalled world tour is displayed in this beautiful tribute to this great icon of British engineering and pioneering spirit.

### AMBERLEY PUBLISHING

#### A0946 Flying up the Edgware Road- The Birth of NW London Aviation Industry

£15.99



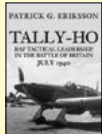
Flying up the Edgware Road tells the story of how an area of what is now north-west became a hub of the British aircraft industry in the very early years of the twentieth century. From the Edwardian suburb of Cricklewood out towards the semi-rural hamlets of Colindale and Kingsbury, a collection of



factories were established to produce some of the most important warplanes that served in the First World War. The author takes the reader through the early days of flying at Hendon, introduces the owners and workers of once-mighty companies, such as Airco, Handley Page and de Havilland, and chronicles the decline and re-use of the factories for a new post-war economy. It is a book that will appeal to those keen to know more about London's industrial, social and economic past, as well as those with an interest in early aviation history.

#### A1162 Tally-Ho: RAF Tactical Leadership

in the Battle of Britain July 1940 £20.00 Feb



The tactical abilities of small unit leaders were critical in winning the battle and the many innovations and even experiments which they tried out during the active fighting merit examination. The pre-war Fighter Area Attacks, much beloved of the

Air Ministry, and founded on the notion that incoming German bombers would be unescorted due to the distance from their German home air bases would prove to be almost totally unreliable; nobody then thought France would fall, enabling enemy fighters to be based just across the Channel. Dowding built the defensive system and made it work before the war; he also prevented too many fighters from going to France. During the battle he played the strategic role, keeping Fighter Command in business while minimising losses. The squadron leaders needed to know German bomber formation type to choose fighter attack methods.

#### CHRIS LLOYD

CL943 Airports Spotting Guide UK & Ireland £12.99 Nov



Airport Spotting Guides UK & Ireland has collated spotting tips and information for the aviation enthusiast at all of the main airports and major airfields in England, Northern Ireland, Scotland, Wales, the Republic of Ireland and Channel Islands.

Learn where to watch aircraft, take photographs, which hotels are good for spotting, and what kind of aircraft and airlines you are likely to see.

#### KEY PUBLISHING

K2023 Airliners of the 1990s

£17.99



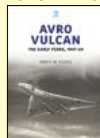
The 1990s brought with it many important developments for the aviation world. The dissolution of the USSR and Yugoslavia led to a rise of new countries and airlines. The aircraft faced changes as well. The early jetliners found themselves hauling

cargo in many cases, and the new wide-bodies became the normal mode of passenger transport for long-haul travel, along with the creation of a whole new generation of types for short-haul. However, in parts of the world the old piston-powered props could be found plodding on, albeit in declining numbers. With over 300 color photographs and extended, informative captions, this book reflects the many ways in which the air transport industry changed during the decade. Taking the reader on a visual journey across the globe, this book explores some of the most popular airliners of the time, including

Boeing, Airbus, and McDonnell Douglas, and how their aircraft developed throughout the decade.

K2028 Avro Vulcan- Early Years 1947-64

£15.99



Advances in aerodynamics and jet engine technology after WWII led to the RAF Air Staff producing an Operating Requirement (OR229) for a bomber that could use these new technologies. To meet this requirement, the Avro Initial Projects team adopted a

Delta wing design. This was a major change in aircraft design, as little was known about the Delta wing. The design of the Delta wing Vulcan was a major gamble by all concerned. However, it proved an incredibly valuable asset, especially during the Cold War. It was used in both high- and low-level roles and performed some of the longest bombing and anti-radar missions by the RAF during the Falklands War in 1982. After serving over three decades with the RAF, the Vulcan was retired in 1984, but it continued display flying with the Vulcan to the Sky Trust until 2015, delighting the public. This book explores the history of the Vulcan, from concept to manufacture to service, providing insight from those who developed, designed, and flew it.

K2323 Britain's Guided Weapons

£15.99



Britain has been at the forefront of weapons technology since the industrial revolution began and, with the Brennan wire-guided torpedo, pioneered guided weapons. WWI saw several developments, but it was during WWII that Britain's scientists laid the

foundations for a guided weapons industry that continues to this day. Ultimately, the early guided weapons gave Britain's armed forces valuable experience in operating the weapons. Sea Vixens, Javelins and Lightnings were armed with Firestreak and Red Top, while Vulcans and Victors carried Blue Steel, the UK's nuclear deterrent. The Army fielded weapons such as Thunderbird, Rapier, Corporal and Lance. Navy submarines carried Polaris and Trident, while surface ships had Sea Dart, Sea Wolf, Exocet and Harpoon. From this solid foundation, the aerospace companies merged and collaborated, with lessons learned from the earlier weapons paving the way for a new generation of weapons.

K2134 British Aviation-

First Half-Century in Colour

£25.00



The first half of the 20th century saw the birth of the aeroplane and its development as an instrument of war and commerce. Within five decades, contraptions barely able

to take to the air had given way to jet-powered aircraft flying near the 'sound barrier', a rate of technological advance unparalleled in any other field. It was the period when Great Britain's aviation industry was established and grew to its zenith, fuelled by the demands of two world wars and the growth of the airlines. These requirements generated a plethora of aircraft designs, some of which became house-hold names, while others failed to make the grade. British Aviation: The First Half-Century chronicles the wide variety of aircraft produced in Great Britain before 1950.

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

## K2135 British Interwar Aircraft

£17.99



Exploring many significant British aircraft types that were active between World Wars One and Two, focusing on modern-day survivors and replicas, this volume tells the story of how aviation changed during the period. Covering both civil and military aircraft types, the story is told with over 200 images of surviving, replica and restored aircraft.

## K2245 De Havilland Canada

£30.00



Over the years, de Havilland Canada has manufactured a number of remarkable commercial aircraft: the Beaver (considered the ultimate bush plane, against which every other bush plane is measured), Otter, Twin Otter, Dash 7 and Dash 8. It also developed the unique Buffalo and Caribou military transports, some of which ended up in airline operations. From floatplane operations in Canada, Alaska and the Pacific and up-country flying in Twin Otters in Africa and elsewhere, to glacier operations with the Turbo Otter, Dash 7s in Greenland and operations with major airlines worldwide, these aircraft have been used all around the world in a variety of different roles. By combining history, facts and figures with anecdotes, commentary and quotes, this book, which is illustrated with over 200 stunning photographs, celebrates these legendary aircraft.

## K2002 Ethiopian Airlines

£15.99



Ethiopian Airlines was founded in 1945 by the Ethiopian government with the assistance of Western airlines. With a fleet of war-surplus Dakotas, the airline took to the sky. At first, only domestic and regional destinations were served, forcing the airline to build makeshift airstrips. However, in 1957, Douglas DC-6s and a Lockheed Constellation were obtained and flights to Europe commenced. In the 1960s, Ethiopian entered the jet age with the purchase of Boeing 720s, later supplemented with 707s. Despite various political, economic, and social obstacles, Ethiopian Airlines continued to invest and grow, expanding to other African countries and further abroad. As passenger transport has declined, as a result of the global pandemic, it currently utilizes its cargo business to transport medical supplies. Illustrated with over 100 images, this book shows how Ethiopian Airlines has remained the powerhouse of African aviation.

## K2194 Finnair - A History of Nordic Aviation

£15.99



Aero Oy, which was later rebranded as Finnair, is one of the oldest surviving airlines. The airline was established in 1923 and started up domestic flights alongside routes to the Nordic and Baltic regions. In the beginning, Aero Oy used German Junkers F13 aircraft, as Junkers Flugzeugwerke AG was a shareholder of the airline. The airline continued to use Junkers aircraft, such as the G24 and Ju52, even after Finnish shareholders had bought back Junkers' shares. During WWII, Finland

was occupied by Russian troops, followed by the Germans and then the Allies. Still, Aero Oy managed to continue its operations. After the war, thanks to its location, Finnair was able to start up several routes to the Soviet Union. Later, the airline was the first carrier in the world to connect Europe with Asia via a polar route, which is considerably shorter than the conventional routes via Russia or the Persian Gulf.

## K2253 Jet: Engine that Changed the World

£20.00



The invention of the jet engine had a profound social effect on the world. Commercial jet aircraft revolutionized travel, opening up every corner of the planet. Millions were able to travel anywhere in the world. Few know the jet engine was invented by an Englishman in 1929, with the first jet airliner being the British de Havilland Comet. Britain then gave the technology away, not only to the United States, but also to the Soviet Union. Jet engines came on the scene just when conventional piston engines had reached their physical limits. In a masterstroke of simplification, the jet engine replaced all the over-worked components with one moving part. The result delivered a smooth flow of power. The dream of cheap, exotic travel might have been realized, but there were downsides to the world-reaching power of aircraft. In 2020, the effects of COVID-19 had brought the industry to a halt. Taking a look at its history and how the world has changed since its invention, it's time to appraise the age of the jet.

## K2269 Ka-52 Hokum

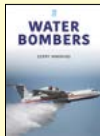
£15.99



The Ka-50 (NATO reporting name: Hokum A) helicopter made its maiden flight 40 years ago on 17 June 1982. After undergoing extensive tests and tweaks, the helicopter was ready for full-scale production almost 10 years later. However, by then Russia had entered an economic crisis, and the money had run out. Only in 2011, almost another 20 years later, did deliveries of the redesigned Ka-52 begin to military units. The Ka-52 Hokum B has a unique co-axial rotor design, with a two-person crew seated side by side in ejection seats, and an extremely powerful weapons and self-defence suite. Along with the original Ka-52s, a ship-borne Ka-52K variant has been developed for the Russian Navy and an improved Ka-52M ('modernised') version is being tested. From February 2022, Ka-52s were used by Russian forces in their invasion of Ukraine. This book explores the history of the Ka-50 and Ka-52, their development, setbacks and successes, designs, armament and their combat capabilities.

## K2146 Water Bombers

£16.99



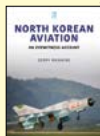
This book looks at both the past and the current selection of aircraft tasked with protecting our natural environment from fire. Covering America, Canada, Russia, southern Europe and others, the operators of these fleets are looked at, along with their aircraft, as they go about their dangerous task.

All these books due shortly. To order visit our website [mdsbooks.co.uk](https://mdsbooks.co.uk)

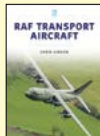
**K2260 LOT Polish Airlines-  
Wing of Central Europe £15.99**


The first traces of Polish aviation can be found in 1910. However, the first fully domestic airline in Poland was established in Pozna; in 1921 and lasted only for the duration of the Pozna; International Fair.

A second, and more permanent, airline, under the name of Aerolloyd, was formed in 1922 by Polish oil barons and operated from the Free City of Danzig, with the help of German investors. Aerolloyd, or Aerolot in Polish, initiated a merger with some smaller competing Polish airlines in 1927 to form LOT Polish Airlines, which was owned by the Polish state. In the early days, LOT used both older German aircraft and the Fokker VII, which were built under licence in Poland. After the war, and under Soviet control, LOT was forced to use Russian-built aircraft. In general, however, LOT remained a loyal customer of the Russian aviation industry until the fall of the Berlin Wall. Although LOT has had to face numerous problems, the airline has managed to become the leading airline in Eastern Europe.

**K2037 North Korean Aviation:  
An Eyewitness Account £14.99**


North Korea is often referred to as the 'Hermit Kingdom' and not without reason. However, although tourism to this secretive country is rare, it does happen, albeit with limited numbers. In 2016, North Korea hosted its first ever airshow and invited a number of foreign visitors to watch. Unlike most air shows, this was not an international event, and all participants were from North Korea. There were a selection of aged Soviet-era airliners from the national flag carrier Air Koryo and fighters, helicopters and light transport aircraft from the air force. None of the military aircraft are ever seen outside North Korea's borders, and even the airline only operates limited international services, making the opportunity to see them in action, and photograph them, a once in a lifetime event. This volume is the personal account of a rare visit to one of the most isolated counties in the world.

**K2185 RAF Transport Aircraft £15.99**


From their modest origins with BE.2c and Vickers Victoria biplanes delivering food and ammunition in the Mesopotamian deserts to the massive Globe masters delivering hardware in the same theatre a century later, transport aircraft have played a key role in Britain's wars. It was the Cold War that saw transport aircraft become necessary war-fighting equipment. When the operations in Afghanistan and Iraq began, the RAF's transport fleet was ready, and with the new model Hercules, and the Airbus Voyager and Atlas, Britain's armed forces have a transport force second to none. With over 130 photographs, this book describes the evolution of the aircraft that provided the airlift capacity for Britain's armed forces wherever they served, and as the 2021 Operation Pitting showed, transport aircraft are still vital.

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


The Spanish Air Force was born after the Spanish Civil War, in October 1939. Starting life from the ashes of conflict, it has grown to become one of the most important air forces in Europe. Illustrated with over 200 stunning photographs of bombers, fighters, reconnaissance, attack, transport, liaison and trainer aircraft, along with seaplanes and helicopters, taken over several decades, this book covers its history and aircraft from inception to the present day. The many aircraft detailed include the Fiat Cr.32, Ju 52 and Bf 109 from the early days through to the A400M Atlas, F-18 Hornet and Eurofighter EF2000 currently flown.

**K2131 Turkish Airlines-  
Istanbul Superconnector £15.99**


Turkish Airlines' origins go back to 1933, when the Turkish government established the State Airlines Administration with a fleet of just five aircraft and a staff of 24 people. Initially, the route network only included domestic destinations, but it was soon followed by flights to Nicosia, Beirut and Cairo. In 1956, the airline was restructured and transformed into the current Turkish Airlines. From that moment, the airline started a rapid international expansion. Of course, the airline has faced many challenges, such as the deregulation of air transport in Turkey, the devaluations of the Turkish currency and domestic political unrest. Geopolitical factors such as tensions with Russia and the war in Syria may also have caused some issues for the airline's management.

**PEN & SWORD**
**P6685 Military Air Power in Europe Preparing  
for War- A Study of Air Forces £25.00**


This book examines the way in which these air arms competed for prominence within the military structures of six major European nations: Germany, Britain, France, Soviet Union, Poland and Italy—with different resources, ambitions and philosophies, in the years from the beginning of aviation right up to the start of WWII.

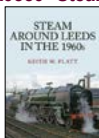
**SHIPPING & MARITIME**
**FERRY PUBLICATIONS**
**F6864 Isle of Innisfree- A Ship of Ten Lives £18.95**


Six operators, ten names, twelve liveries: After over three decades of service this remarkable ship, now in her tenth incarnation, is helping to spearhead an exciting new Irish Ferries venture between Dover and Calais. 'Isle of Innisfree- A Ship of Ten Lives' is a richly illustrated retrospective that looks back over her varied and colourful career; from her construction as the final Belgian flagship through to the present day as a challenger on the most intensely competitive cross-Channel route.



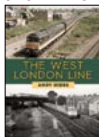
## AMBERLEY PUBLISHING

### A0550 Steam Around Leeds in the 1960s £15.99



The 1960s saw the final hurrah of steam on the railways, the final period of steam-powered locomotives dominating the main line. This meant that a colourful array of traffic could be found across the length and breadth of Great Britain, and an army of enthusiasts both young and old dutifully recorded the nation's rail scene. Here, in the first of a new series of book celebrating the steam of 1960s Britain, Keith W Platt looks back at the variety that could be found on the railways around Leeds. Packed with previously unpublished images, this is a book that will delight anybody with memories of steam around Leeds or an enthusiasm for the area's railways or history.

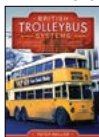
### A0752 The West London Line £15.99



There are very few mainline railway routes that crosses London. One of the few that does is the West London line between Clapham Junction and Willesden Junction. The route has had its ups and downs over the years but has remained an important artery for freight throughout. Currently there are five passenger trains an hour in each direction, with several intermediate stations, but this was very different only a few years earlier. With just a couple of trains in the morning peak from Clapham Junction to Kensington Olympia and a similar number returning in the afternoon, you really had to search through the timetable to find the services at all. Excursion trains from the Midlands and further afield often used the West London line to get to South Coast resorts. In later years a limited InterCity service operated over the route. This book covers the route between Clapham Junction and Willesden Junction from the 1970s through to the 1990s, featuring a wide range of freight and interesting passenger workings.

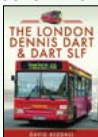
## PEN & SWORD

### P2252 British Trolleybus Systems- Lancashire, Northern Ireland, Scotland and Northern England- A Historic Overview £30.00



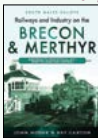
Although there had been experiments with the use of a new form of transport - the 'trackless tram' (better known as the trolleybus) - during the first decade of the 20th century, it was in June 1911 that Bradford and Leeds became the country's pioneering operators of trolleybuses. Some of the earliest operators were in Lancashire, northern England and Scotland; indeed Scotland can lay claim to having both the first system in Britain to close - Dundee in 1914 - and the last to open - Glasgow in 1949. This volume - one of four that examines the history of all trolleybus operators in the British Isles - focuses on Lancashire, Northern England, Scotland and Northern Ireland.

### P9518 The London Dennis Dart & Dart SLF £35.00



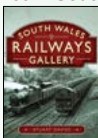
Introduced in 1989 the Dennis Dart became one of the most successful midibuses in the UK. Bodywork was supplied by Carlyle, Wrightbus, Reeve Burgess, Plaxton, Alexander and Wadham Stringer. A large number were taken into stock by London operators, replacing many of the smaller midibuses. A low-floor version, the Dart SLF, was introduced in 1995, and like the step-entrance Dart this model also became popular with operators around the United Kingdom, as well as Hong Kong. In 2001 Transbus took over production, only to revert to the Alexander Dennis name in 2005. The last Darts entered service in London during 2007, after which time the Enviro 200 took over. London Dart and Dart SLF provides a history of this popular London single-decker, from its introduction to its demise.

### P7076 Railways and Industry on the Brecon & Merthyr - Bargoed to Pontsticill £25.00



This book on the Brecon & Merthyr, deals with the section from Bargoed to Pontsticill Junction, covering the line built by the B&M to join onto the section running north from Bargoed built by the Rhymney Railway, much dominated at the time by nearby Dowlais Ironworks. Included is the short section from Pant to Dowlais Central. It contains photographs of every location along the line, including many that have not before been published. The volume includes a fascinating account of the Pantywaun Marshalling Yard, operative until Dowlais Ironworks ceased production, when the B&M ran freight services to and from Pantywaun, before the many collieries and levels in the area were closed almost overnight and the location finally obliterated under the development of Cwmbargoed Opencast.

### P7601 South Wales Railway Gallery £30.00



At its peak, the South Wales railway network was one of the most complex in the world. Its primary purpose was to transport Coal from source to point of consumption or export via the various docks. To this was added the other raw materials necessary for making Iron and ultimately Steel, together with the respective products of that industry. The Gallery aims to provide a flavour of what the railways of South Wales had to offer and enlighten the reader as to its major part in the national network.

Last date for posting items by Royal Mail for Christmas is Monday 19th December.

Last date for posting items by DPD for Christmas is Thursday 22nd December.

Please get your orders in early to avoid any delays in you receiving your books.

## HISTORY PRESS

H9100 The Last Ten Years

£30.00



In *The Last Ten Years*, author Brian J. Dickson presents stunning colour photographs from the collections of three enthusiasts of the Seafeld Railway Club in north London.

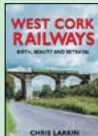
Meeting regularly at New Southgate station to record the steam-handled traffic, their focus was initially on all things connected with the former London and North Eastern Railway, but as steam traction became restricted to smaller and smaller areas of operation, regular visits were made further afield, to the north-east of England, Scotland and the former London Midland and Scottish Railway sheds and lines. This record of steam locomotion in its final years of mainline usage, from 1959 to 1968, is sure to enhance any steam railway enthusiast's library.

## THE MERCIER PRESS LTD

TMP76 West Cork Railways- Birth,

Beauty and Betrayal

£22.00



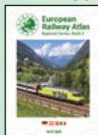
Rail enthusiast and historian Chris Larkin warmly remembers the lifetime of the West Cork Railway system in this travelogue, allowing readers to hop onto a West Cork train and savour the journey of a bygone era. Highly illustrated with 188 images, while on board, you might even meet a celebrity! West Cork Railways takes the reader time travelling from the famine right through to the rocking 1960s. Sit on a seat and be whisked from your West Cork home to villages and towns carrying along the dreams, needs and aspirations of bygone travellers. Railway enthusiasts will savour detailed accounts of railway stations, length of lines together with steam locomotives and wagons, while those interested in social history will enjoy accounts of halt-keeper's houses and lists of people including those that worked on the Cork - Beara line. This publication provides a unique visual and historical record of the West Cork Railways.

## MG BALL

MG862 European Railway Atlas Regional Series:

Book 2

£23.95



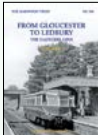
The Regional Atlas Series is a set of three books which are a development of the European Railway Atlas: Enthusiast Edition. It is aimed at those railway enthusiasts, travellers and railway professionals who want greater detail. All passenger, freight and proposed lines are shown, as are heritage railways, though metros are excluded or simplified. Main lines are distinguished from secondary and single track from multiple. Electrification systems and track gauges are shown. There is also a full index of stations and heritage railways, together with weblinks. The maps are drawn to larger scales and show all stations on the National Networks. The book covers Austria, Germany, Italy and Switzerland and is book 2 of 3.

## OAKWOOD PRESS

OA764 From Gloucester to Ledbury-

The Daffodil Line

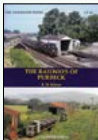
£14.95



Author, John Mair, explores the history of this rural branch line with a sparse service that did not even survive to become a victim of Dr Beeching's 'axe'. The line closed to passengers in 1959 and subsequently completely shut a few years after that. This 80 page softback book is illustrated throughout with black & white photographs.

OA763 The Railways of Purbeck

£15.95



Much expanded and revised edition of this title looking at the railways on the Isle of Purbeck taking account of the development of The Swanage Railway. This softback, 120 pages book is illustrated in black & white throughout.

## PLATFORM 5 PUBLISHING

PF181 Coaching Stock Pocket Book 2023

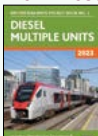
£7.50



The complete guide to all locomotive-hauled coaches which operate on National Rail. Details for each coach include number carried, livery, owner, operator and depot allocation. Data is correct to October 2022. The book also includes technical data for every class of coach and an overview of the structure of Britain's railways today. Further details of coaching stock formations, Network Rail service stock, NYMR and NNR coaches registered for main line use and coaching stock awaiting disposal are also provided.

PF182 Diesel Multiple Units Pocket Book 2023

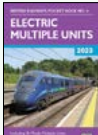
£7.50



The complete guide to all Diesel Multiple Units which operate on National Rail with livery details, ownership, numbers carried and allocations all included. Data is correct to October 2022. The book also includes technical data for every class of DMU and an overview of the structure of Britain's railways today. Further details of on-track machines used to maintain Britain's railways, plus Network Rail service DMUs, former BR DMUs in industrial service and DMUs awaiting disposal are also provided.

PF183 Electric Multiple Units Pocket Book 2023

£7.50



The complete guide to all Electric Multiple Units which operate on National Rail and Eurotunnel. Details are provided for each unit, including depot allocations, livery, owners and operators. Data is correct to October 2022. The book also includes technical data for every class of EMU and an overview of the structure of Britain's railways today. Further details of Eurostar units, former BR EMUs in industrial service and EMUs awaiting disposal are also provided.

PFS23 2023 Pocket Book Set of 4

£27.00

PF323 2023 Pocket Book Set of 3

Loco/DMU/EMU

£21.00

## PF180 Locomotive Pocket Book 2023

£7.50



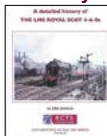
The complete guide to all locomotives which operate on National Rail and Eurotunnel. Details for every locomotive includes livery, owner, number carried and depot allocation. Data is correct to October 2022. The book also includes technical data for every class of locomotive and an overview of the structure of Britain's railways today, including details of all contracted passenger train operators, open-access operators and freight train operators.

## RCTS

### RC087 A Detailed History - The LMS

Royal Scot 4-6-0-s

£29.50



John Jennison presents a complete history of the LMS Royal Scot class of locos from their design in the early days of the LMS, through rebuilding and front line service on former LMS lines. Final withdrawal came about in the 1960s with the modernisation programme and run down of steam on the national network.

## ROBERT SCHWANDL PUBLISHING

### MET71 London Underground Album Vol 1

Subsurface Lines

£21.00



The first volume of this trilogy includes all the stations of the so-called 'Subsurface Lines', i.e. the Circle, Hammersmith & City, District and Metropolitan Lines. Among these are the oldest underground stations in the world dating from 1863 when steam locomotives started pulling trains through the tunnels.

## SILVER LINK

### S4609 A Lament for a Branch Line 2nd Edition £30.00



This is the 2nd edition of David Hindle's profusely illustrated book tracing the evolution and complete history of the Preston to Southport branch from its opening on the 5th September

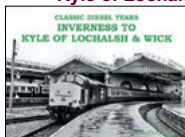
1882 in time for the Preston Guild celebrations of that year to closure on the 6th September, 1964, a victim of the swingeing axe of Doctor Richard Beeching. All that you are about to read is the culmination of the author's extensive knowledge and personal experience of this railway in which he chronicles a definitive and fascinating history of a very interesting branch-line, as well as the integrated Liverpool, Southport and Preston Junction and the enigmatic Tarleton branch line. All aboard and don't miss the very last train

## STENLAKE PUBLISHING

### ST941 Classic Diesel Years Inverness to

Kyle of Lochalsh &amp; Wick

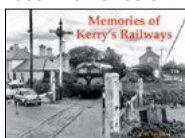
£11.95



As the crow flies, the distance between Inverness and Wick is only 75 miles but due to the geography of the highlands, the journey by rail travels along 61 miles of track. The rails to Kyle of Lochalsh diverge west at Dingwall and stretch 63 miles to the edge of the mainland, opposite the Isle of Skye. In this book author, Tom Heavyside, shows this line through a selection of black & white photographs accompanied by extensive captions.

### ST938 Memories of Kerry's Railways

£11.95



In this book the author, AH Vaughan, selects 48 black and white photographs illustrating the railway scene in the county of Kerry. Each picture is accompanied by a caption.

## TRANSPORT TREASURY PUBLISHING

### TTP40 Old Oak Common

£14.95



Old Oak Common was without a doubt the largest engine shed on the Great Western Railway and later the Western Region. Replacing a smaller and cramped site at Westbourne Park in the early years of the 20th Century, the new depot was built around four turntables each under cover as well as a large repair shop and coaling plant. It was at Old Oak Common that engines were prepared for the principal trains out of Paddington as well as the suburban services and all manner of shunting turns. Indeed over the years it played host to the majority of different types of steam designs as well as visitors from other railways. Many of these, the regular as well as the unusual are illustrated in this new book, recalling a time when steam was king and Old Oak Common was one of the largest single depots serving the London area.



## FERRY PUBLICATIONS

**F6866 Hovercraft, Hydrofoils and Catamarans-  
Sixty Years of Fast Ferries £29.50**



*In July 1962, a small queue of passengers lined up on the beach at Rhyl in North Wales and paid £1 for a bumpy hovercraft ride along the coast to Wallasey. This book tells the story of the fast ferry revolution that followed, changing the face of sea travel around Britain's coasts. In less than a decade, the huge SRN4 hovercraft were running across the Channel and Italian-built hydrofoils ferried passengers to the Channel Islands. Boeing's Jetfoils and fast catamarans arrived in the early 1980s and within a decade the Australian-built Seacats dominated ferry routes on the English Channel and Irish Sea. Stena's huge HSS catamarans were the ultimate fast ferries, running to Ireland and the Netherlands at forty knots, until they were defeated by the new millennium's rising fuel prices. Sixty years on, fast catamarans run on the Thames and the last hovercraft still cross the Solent, but with only a few large ferries remaining, the story of the fast ferry revolution is ready to be told.*

**F6867 Fifty Years of Brittany Ferries £29.50**

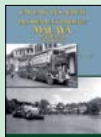


*Latest in the popular series of anniversary books, Brittany Ferries 50 celebrates half a century of the Company's services connecting England and Ireland with France and Spain. This is the detailed story of how a group of Breton farmers took on and beat the established giants of the ferry industry, growing their business to become a brand synonymous with high quality cruise ferry services. Read how a series of timely investments built the most modern ferry fleet in North West Europe and helped the Company face the future with confidence. Wealth of new photos, plans, fleet list and maps compliment this book.*



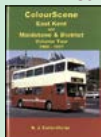
## FEATURED PUBLISHER- DTS PUBLISHING

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



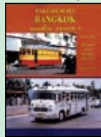
This album takes the form of a series of photographs accompanied by extended captions, together with some introductory text used to set the scene. The bulk of the story, as witnessed by the title, takes place during the period 1953 to 1956 when Mr York was stationed in Singapore whilst serving with the Royal Air Force and took place against a background of terrorism which, although by then largely controlled, did restrict the author's perambulations about this verdant. As a postscript, there is a short finale when Mr York returned to his old hunting rounds in the early 1970s and witnessed the changes brought about by the formation of the Federation of Malaysia. The reader is treated to the sight of old buses, as well as two trolleybus systems and two small fleets of double-deckers. Even the local railways get a mention with a few photographs of their own.

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



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

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

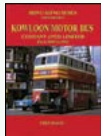


This book holds a summary of tramway development from circa 1894 and illustrates the tramcars in use until the demise of the system in 1968. They are illustrated by many photos, including those in colour taken by Wally Higgins in 1959-

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 £27.00**  
**DTS02 Far East Buses - Guangzhou (Canton) £25.95**  
**DT503 Far East Buses Trams and Trolleybuses -**  
**SHANGHAI from 1908 £28.00**  
**DT504 Far East Buses - Macau 2nd Edition £29.00**  
**DTS81 Hong Kong Buses Volume 2**  
**Kowloon Motor Bus S/B £32.00**



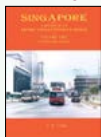
This is the second volume in Mike Davis' Hong Kong buses series. In this volume the author uses hundreds of photographs, some black and white, some colour to illustrate the very detailed history given in this book. This book covers the thousands of buses operated by Kowloon Motor Bus Company from 1933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

- DTS28 Hong Kong Buses Vol 6 Lantau Island £28.00**  
**DTS95 Hong Kong Tramways 100 Years £27.00**  
**DTS23 Bus Fleets on the Portuguese Islands of**  
**Madeira and the Azores £22.95**  
**DT510 Portuguese Buses Vol 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 Vol 3**  
**The Bus Fleets Of The RN 1975-1995 £27.95**  
**DT5X1 Portuguese Buses Vol 4**  
**The Bus Fleets Of The RN Successor £28.95**  
**DT5X9 Portuguese Buses Vol 5 Major Portuguese**  
**Bus Fleet Before Nationalisation £37.95**  
**DT5X7 Routemaster Body Swaps-2014 (Re-issue) £12.00**  
**DTS27 Singapore Buses V2 - Trans-Island Bus**  
**Service and Singapore £27.95**  
**DTS26 Singapore Buses Vol 1 Part 2 Double & Single**  
**Deck Buses from 1980s- 2005 £24.95**  
**DT501 Singapore Trams Trolleybuses & Buses**  
**Vol 2 1970s-1990s £30.00**



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

in colour and some in black and white.

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



## BUS & TROLLEYBUSES

### ADAM GORDON

**AG430** Around Brighton by Trolleybus Part 1 £45.00

**AG433** Around Ipswich by Trolleybus £45.00

**AG434** London Transport

**Country Buses Part 2: North** £40.00



This 184-page book, which contains 326 monochrome photographs all on top quality paper taken by Peter Mitchell between 1949 and 1975, covers the northern part of the London Transport Country Bus network. Every class of vehicle during that period is illustrated; there are red and green STLs, buses with reduced depth blinds, single and double deck vehicles, rail replacement buses, Green Line coaches and those operating on the former Eastern National routes in the Grays area. The author is Laurie Akehurst who has an encyclopaedic knowledge of the Country Bus network and this manifests itself in the informative captions. The publisher's house style of using half or full-page images is continued and brings out the details that would otherwise be missed. Laurie has done an excellent job selecting what are the very best photographs from Peter Mitchell's London Country bus area photographs with the view on the last page of STL 2684 on route 323 being a very appropriate finale.

**AG429** London Trolleybus Depots Part 3 £44.00

### ALAN HILEY

**AH891** E Midlands Miscellany Buses & Coaches of Barton, Mansfield District & Midland General £9.95



In this book, author, Alan Hiley, presents three bus companies: Barton, Mansfield District Traction Company and Midland General Omnibus Company. Using the photographs of Colin F White the reader gets a glimpse of the histories of these three East Midlands' companies.

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

### AMBERLEY PUBLISHING

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

**A0512** Australian Buses and Coaches £15.99

**A7568** Bedford Buses & Coaches £15.99

**A0672** Birmingham City Transport's Demonstrators £15.99

**A0679** Birmingham's Crossley Buses £15.99

**A9585** Bristol RE Buses and Coaches £14.99

**A7967** Bristol Buses and Coaches £15.99



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

**A0036** British Bus Garages- A Portrait £15.99

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

**A0474** Bus Company Service Vehicles £15.99

**A0097** Bus Company Training Vehicles £15.99

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

**A0502** Buses Built Before 1950 £15.99

**A9948** Buses in Greater Manchester in the '90s £14.99

**A0056** Buses of Malta £15.99

**A9950** Buses of North Staffordshire £15.99

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

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

**A0736** Buses: Another Life £15.99

**A0227** East Lancashire Coachbuilders £15.99

**A1433** East Yorkshire Buses £15.99



The history of East Yorkshire is well documented, going back to 1919 when Ernest John Lee purchased a fourteen-seat Ford Model T bus for a service between Elloughton and Hull. Today, East Yorkshire is now a subsidiary of Go North

East and part of the Go Ahead group – one of the UK's largest passenger transport companies. Utilising previously unpublished photographs, this book documents the current state of this historic company. Every vehicle type and livery is featured here, as well as a wealth of interior and rear view photographs.

**A0938** Greater Manchester Buses 1986-2006 £15.99

**A9561** Independent Buses of Yorkshire £15.99

**A1077** Jersey Buses £15.99



This book covers the operations of Jersey Motor Transport from the late 1980s, as well as looking at how the island's bus scene has developed over the last three decades, including the Easylink and Connex era. Jersey was a popular tourist

destination during this period, and the coach business was booming. Operators Holiday Tours Mascot and Tantivy merged in the nineties to become Tantivy Holiday Tours, operating over a hundred coaches and minicoaches. Blue Coaches later joined the Tantivy group, and the purchase of Pioneer Coaches followed. This leaves just two main coach operators on the island. Previously unpublished photographs document this unique part of the UK bus scene.

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

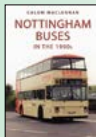


When London first applied as a contender to stage the 2012 Olympic Games, there was cynical speculation as to whether the transport infrastructure could cope should it win. During the bidding process for 2012,

Transport for London, the Capital's transport strategy provider did its bit to promote the application with buses and Stratford station displaying prominent 'Back the Bid' slogans. There was a 'can do' mentality among transport management on this occasion, and in this book Malcolm Batten looks at the preparation and delivery of the Olympic and Paralympic games by London's transport providers. The transport legacy is also examined here, with previously unpublished photographs celebrating a landmark achievement in the history of London transport.

**A0350** Last Years of London's RFs & RTs- North of the Thames £15.99

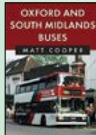
<b>A0574</b>	<b>Leyland Buses in Israel</b>	<b>£15.99</b>
<b>A9599</b>	<b>Life After Southdown- Former Buses in Service Elsewhere</b>	<b>£15.99</b>
<b>A0119</b>	<b>London Low-Floor Buses</b>	<b>£14.99</b>
<b>A0044</b>	<b>London Night Buses Since 1984</b>	<b>£15.99</b>
<b>A0630</b>	<b>London's ALX400 Buses</b>	<b>£15.99</b>
<b>A0620</b>	<b>London's Plaxton President Buses</b>	<b>£15.99</b>
<b>A0940</b>	<b>Merseyside Buses 2010-2020</b>	<b>£15.99</b>
<b>A6798</b>	<b>Midland Red Coaches</b>	<b>£16.99</b>
<b>A0882</b>	<b>Mini Mania- Rise &amp; Fall of Minibuses '70s-90s</b>	<b>£15.99</b>
<b>A9952</b>	<b>Municipal Transport in Lancs Since 1974</b>	<b>£15.99</b>
<b>A1361</b>	<b>National Express- The Journey of an Iconic Brand</b>	<b>£15.99</b>
<b>A0606</b>	<b>North East Buses Today</b>	<b>£15.99</b>
<b>A9954</b>	<b>North Western Buses</b>	<b>£15.99</b>
<b>A0916</b>	<b>Nottingham Buses in the 1990s</b>	<b>£15.99</b>



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

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

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



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

**A1079 Perth Buses Since 1990 £15.99**

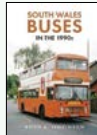


This book covers the ever-changing bus scene in and around Perth, the Fair City. Including a wide variety of locations in Perth itself as well as surrounding villages and towns such as Blairgowrie, Crieff, Spittalfield, it covers the tail end of the

Perth bus war with Routemasters being used by both Stagecoach and Strathgairn as they competed for

passengers. The story is brought up to date with images documenting the scene's evolution over the years. The photographs are arranged in chronological order, showing the changes to the Perth bus scene as older step-entrance vehicles give way to low-floor buses and liveries evolve. Perth itself is an attractive city and provides the perfect background to this interesting selection of vehicles.

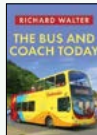
<b>A0866</b>	<b>Potteries Motor Traction</b>	<b>£15.99</b>
<b>A9643</b>	<b>Route Branding &amp; Special Liveries</b>	<b>£15.99</b>
<b>A7470</b>	<b>Scania Buses and Coaches</b>	<b>£15.99</b>
<b>A0766</b>	<b>Scania Double-Deckers</b>	<b>£15.99</b>
<b>A0826</b>	<b>Shuttle Buses- A Fleet History 1990-2020</b>	<b>£14.99</b>
<b>A9714</b>	<b>South Wales Buses in the 1990s</b>	<b>£15.99</b>



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

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

<b>A8169</b>	<b>Southampton City Transport Buses</b>	<b>£15.99</b>
<b>A9605</b>	<b>Southdown Ancillary Vehicles</b>	<b>£15.99</b>
<b>A9968</b>	<b>Southern National Omnibus Company</b>	<b>£16.99</b>
<b>A0462</b>	<b>The Bus and Coach Today</b>	<b>£15.99</b>



The design of buses and coaches is constantly changing as new technology is developed and environmentally friendly and emission-related legislation evolves.

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

<b>A9639</b>	<b>The Buses of East Scotland</b>	<b>£15.99</b>
<b>A0782</b>	<b>The Final Years of first Northampton</b>	<b>£15.99</b>
<b>A9694</b>	<b>The History of Optare</b>	<b>£15.99</b>
<b>A0354</b>	<b>The Last Years of London's RFs &amp; RTs: South of the Thames</b>	<b>£15.99</b>
<b>A9720</b>	<b>Transdev Blazefield Buses</b>	<b>£14.99</b>
<b>A7608</b>	<b>Volvo Buses &amp; Coaches</b>	<b>£15.99</b>
<b>A0912</b>	<b>West &amp; East Yorks Buses &amp; T/buses in 1962</b>	<b>£15.99</b>
<b>A9666</b>	<b>West Yorkshire Buses in Transition Before &amp; After WYPTE</b>	<b>£15.99</b>
<b>A9712</b>	<b>West Yorks Independents Since Dereg</b>	<b>£15.99</b>
<b>A9704</b>	<b>York Buses Since Deregulation</b>	<b>£15.99</b>



## BEN COLSON

**BC417 A Journey's End £25.00**



Based on research and analysis backed by anecdote and experience, this book charts the history of public transport history in East Anglia for the 50 years up to 1970s. Challenging the accepted wisdom that buses lost out to cars, it concludes that deep-seated social change, the shackles of regulation and ineffective management caused their near-demise and that the fightback in the 1970s came too late.

## BERNARD MCCALL

**BMB0X Cardiff Bus in the 21st Century £9.95**

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

## BEST IMPRESSIONS

**BI405 Maidstone & District £39.00**

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

**BI406 Two Scottish Coachbuilders £21.00**



For many bus and coach operators in Britain, the Second World War had taken its toll on their fleets, which afterwards were in desperate need of renewal and updating. Five years of make-do-and-mend and an upsurge in demand for travel meant demand for new or rebodied buses and coaches was high. Thus, a fair number of manufacturing companies who had never built bus or coach bodies in the past turned their factory floors into production lines for public service vehicle bodybuilding. For many, it was uncharted waters and quality could be variable. Some disappeared almost as quickly as they had begun; others lasted longer. This fully illustrated book tells the compelling tale of two rather different companies in Scotland that jumped on that bandwagon, but by the early 1950s were no more in this market. Thoroughly researched, the story is redolent of that short-lived era when Britain's bus and coach operators were facing the post-war years with optimism, hope and determination.

## BOWDEN PUBLISHING

**JB859 London Country Vehicle Memories £16.00**

**JB451 London Trolleybus Collection £40.00**

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

**JB452 Southdown at its Zenith 1953-1959 £35.00**

## BRITISH BUS PUBLISHING

**BB31X 2022 Arriva Bus Handbook £19.25**

**BB342 2022 Go Ahead Bus Handbook £19.75**

**BB353 National Express Handbook 14th Ed £16.75**



Published in November 2021 the 14th edition includes the main National Express operations: National Express buses and coaches; National Express Transport Solutions, National Express Accessible Transport along with vehicle of other operators operating on the coach network.

## British Bus Handbook

**BB356 ...Coaches 7th Ed 2021 £19.75**

**BB361 ...Notable Independents 8th Ed 2022 £21.25**



This eighth edition of our Notable Independents books 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: Aintree Coachlines; Atlantic Travel; Beestons; Blackpool Transport; Brylaine; Bus Vannin; Cardiff Bus; Central Connect; Compass Bus; Connexions Buses; Comfybus; DRM; Delaine; Ensignbus; Falcon; Faresaver; Gateshead Central; Go Coach; Grant Palmer; The Green Bus; HTL Buses; Hornsby Travel; Hulley's of Baslow; Ipswich Buses; JMB; Lloyds Coaches; Lynx; Marshalls; Midland Classic; Minsterley Motors; Moffat & Williamson; Newport Buses; Nottingham City Transport; Nottingham Community Transport; Nottingham LRT; Pilkingtons; Reading Buses; Redline; Reliance; Safeguard; Sanders; Sargeants; Scarlet Band; Southdown PSV; Stephensons - NIBS; Stotts; Tanat Valley; Townlynx; Travelmasters; Tyrers; UNO; Vision; Warrington; Wardale; Whippet; White Bus Services; Whitelaws; Xelabus; Yeoman.

**BB360 ...Smaller Groups 8th Ed 2022 £21.25**



This eighth edition of our Smaller Groups book is part of a series that details the fleets of certain bus and express coach operators throughout Britain. The operators included here are more of those who provide tendered and commercial services. They are the groups which have not featured in their own dedicated volume. Operators include: Centrebus (D&G and High Peak Buses); ComfortDelGro (Metrolink, NAT, West Bus); HCT Group (CT Plus, HCT Yorkshire); Lothian Buses group; McGill's operations including xPlore Dundee; RATP (London United, OLST, Bath Bus Company); Rotala (Diamond, Hallmark Coaches, Preston Bus); Transdev (Burnley & Pendle, Harrogate & District, Keighley & District, Lancashire United, Rosso, Yorkshire Coastliner); Wellglade (Kinbus, Midland General, Notts & Derby, TM Buses, Trent-Barton) and West Coast Motors (West Coast Motors, Glasgow Citybus, Border Buses).

## BRYNGOLD BOOKS

**BG056 Life on the Luxury- Remembering the Browns Bombers £30.00**

## CAPITAL TRANSPORT PUBLISHING

**CA456 Bus Stations in Britain- 50s to the 80s £30.00**

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



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



- CA465 Mr Gibson's Ticket Machine £16.95  
 CA463 Steering London Through £40.00  
 CA448 Streets and Lanes of Midland Red £35.00  
 CA466 Streets of Birmingham's Transport £35.00



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

its surroundings in the middle of the 20th Century.

- CA454 Streets of London's Buses £30.00  
 CA460 Working for London's Buses-  
 Stories from those Involved £25.00  
 CA450 Young Routemasters £16.95

## CHOIR PRESS

- CP048 Crosville Diverted 35 - Leyland Tigers £26.95



Crosville Motor Services faced difficulties in re-establishing both stage carriage and private hire bus and coach services in the early years following the second world

war. Government intervention redirected 35 Leyland Tiger PS1/1 vehicles (originally ordered by Midland General) to Crosville to assist with their vehicle shortage. They were Leyland's first post-war design, but because of nationalisation which occurred in the transport industry at the time of their delivery they would eventually become non-standard in the Crosville fleet. The political decisions which would be taken enforced changes not only in the organisation of public transport but also in subsequent vehicle design. A4 hardback illustrated in colour and black & white.

## DEREK SIMPSON

- DD548 Dundee Buses-Going Back to our Routes £19.95

## FAWNDOON BOOKS

- FB315 Twenty Turbulent Years-  
 The Transformation of Britain's Bus £30.00

## FONTHILL MEDIA

- F5859 London Trolleybuses & Red Buses 1959-62 £20.00  
 F5822 Passengers: Life in Britain  
 During the Stagecoach Era £24.00

## FYLDE TRANSPORT TRUST PUBLISHING

- FTTP3 The Fylde Transport Trust Collection £8.00

## GRAHAM KELLOCK

- GKEL1 The Story of Hulme Hall Coaches £6.99

## GVVT

- GVVT4 Bridgeton by Bridgeton £5.00  
 GVVT5 GVVT- The Restored Collection £19.95  
 GVVT3 Over the Sea to Skye £19.95

## IAN READ

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

## ISLE OF WIGHT BUS & COACH MUSEUM

- IWM05 Vectis Bus Centenary 1920s Facsimile £4.00

## JOHN KITCHINGS

- BOM01 Buses Over Mendip- Celebrating  
 Over a Century of Bus Travel £15.00

## KEITH MCGILLVRAY

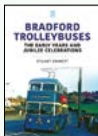
- KM050 Heritage Edinburgh's Preserved Buses £16.00

## KEITH SHAYSHUTT

- KS899 All Change-Cornwall's Buses in 21st Century £22.50  
 KS321 North Devon's Buses from the 1960s £21.50  
 KS087 Western National Working Timetables  
 1996 Volume 1: Cornish Division £23.50

## KEY PUBLISHING

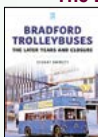
- K2348 Bradford Trolleybuses:  
 The Early Years and Jubilee £15.99



Bradford trolleybuses were the 'first and the last' in the UK, first introduced in 1911 and last used in 1972. With only one flat route road out of the centre, appropriately called Canal Road, Bradford city centre is in a 'bowl' surround by 200 to 400 metre

hills. Therefore, the operating environment in Bradford was perfect for quiet passenger transport that soared up the hills that surround the city. This book focuses on the 50th anniversary year of 1961, and the 19 variations of trolleybuses used in that year are illustrated along with a fleet history from 1934. It also details the second trolleybuses Bradford bought after 1951 and the extensive rebuilding and rebodding programmes that ran from 1944. The changes in livery are fully explained and illustrated, with a look at the fleet bought new and those bought from other operators, and the depot structure and service vehicles used to maintain the network are also covered. Finally, the route history and development is detailed.

- K2351 Bradford Trolleybuses:  
 The Later Years and Closure £15.99



After every rise, there comes a fall, and for Bradford's trolleybuses this started soon after their Jubilee year. While the future had looked good in 1960, with capital development planned, the fall and final closure of the trolleybuses resulted from management changes, city centre development, major road changes and, finally, a definite close policy. The decline was a slow one, though it gathered momentum towards the end. This book follows the story from the heyday of the trolleybuses in 1961 to their ultimate end in 1972. It continues the route summary, with start and closure dates, along with the associated fleet losses. Details of the City terminals and the main hubs of Forster Square and Town Hall Square are also provided. Finally, the book discusses the reasons for closure, what might have been and the proposals for an extended rebodding programme that was never implemented. Despite their ultimate decline, the trolleybuses were special, and this book, the 2nd of two volumes, shows us why.

- KE007 Bristol Lodekka £14.99

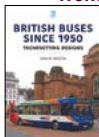
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## K2240 British Buses Since 1950- Trendsetting Designs

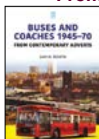
£15.99



Bus design has certainly evolved in the seven decades since 1950, but it has not been a steady process. Advances in bus design have caused manufacturers to rush back to the drawing board for fear of being left behind. In 1950, the first of the new breed of underfloor-engined single-deckers appeared, and, just six years later, came the first rear-engined double-decker. Buses got longer, and one result in the 1960s was a rash of new rear-engined single-deck models. Efforts to make buses accessible for all passengers led to low-floor models in the 1990s, and then, in the 2000s, concerns about the environment prompted diesel-electric hybrid, gas, electric and hydrogen buses. Covering the designs that led the way with varying degrees of success over the past 70 years, and illustrated with over 170 colour images and period advertisements, this book showcases the good, the bad and the ugly of British bus design.

## K2384 Buses and Coaches 1945-70: From Contemporary Adverts

£15.99



Using a wide range of adverts, this book shows how these smaller manufacturers often fell by the wayside as the market came to be dominated by a group of builders that understood the importance of keeping their names in front of potential

buyers. This was achieved by using ever slicker adverts and sometimes making outrageous claims that would never be permitted today. With over 180 period adverts spanning 25 years, this stunning volume tracks the advertising history of Britain's biggest bus and coach brands in their efforts to win sales.

## K2331 Buses Year Book 2023

£18.99



After continuous publication for 60 years, the Buses Yearbook is essential reading for all bus enthusiasts. Edited by Alan Millar – former long-time editor of Buses magazine – the 128-page hardback book is a true celebration of Britain's best-loved

mode of public transport. Topics ranging from current and recent events to nostalgia and a bit of history. Twenty-one chapters cover Olympian and Truronian coaches, memorable journeys around the UK and across the English Channel and the list of contributors comprises all the favourites including Mike Fenton, Tony Wilson, and Peter Rowlands.

## KE080 Daimler Coaches in Colour

£17.99

## KE653 Go Ahead Group- The First 25 Years

£14.99

## KE028 Leyland Atlantean

£14.99

## KE034 London Transport 1970-84

£14.99

## KE129 Low-Floor Double Deckers

£15.99

## KE005 Merseyside Transport The 1950s-1970s

£14.99

## London Bus Routes

## KE088 ...One by One 1-100

£15.99

## KE031 ...One by One 101-200

£15.99

## KE132 ...One by One 201-300

£15.99

## K2175 ...One by One 301-969

£15.99



Following on from London Bus Routes One by One: 1–100, London Bus Routes One by One: 101–200 and London Bus Routes One by One: 201–300, this fourth volume in the series investigates those routes with the highest numbers used today. In times of old, the numbers 300–499 were restricted to the green buses of the old London Transport Country Area, with 200–399 covering the territory north of the river and 400–499 covering the territory to its south. Since the hiving-off of those operations, these numbers have been freed, and increasingly, they have been used to sectionalize longer routes, which have come up against London's relentless traffic and thus needed to be shortened again and again. Some, as might be expected, denote out-of-the-way minibus routes, but others, such as 390, work in busy central London. Though the higher-numbered routes have been around for less time overall, they too have been subject to the whims of tendering, with many regularly changing operators.

## K2205 ...One by One A10-X140

£15.99



This is the fifth and final volume in the series takes a look at the route numbers with letter prefixes. They derive from the Reshaping Plan of 1966, whereby established trunk routes were broken up, and their outer sections turned into feeder services linking interchange hubs or Underground stations. As these new routes were intended to be operated by flat-fare buses, it was decided to distinguish them by using letter prefixes based on geographical area. Flat-fare operation proved unreliable and was soon dropped, though the lettered routes remained, and the system was applied to the normal network when it came time to further sectionalize bus routes because of London's insurmountable traffic. As in previous volumes, a potted history of the routes and their routing details are accompanied by up-to-date colour photographs showing the buses that operate on each route. Illustrated with over 190 colour photographs, this volume represents an up-to-date snapshot of the fascinating modern London bus scene.

## KE593 York Independents- Eastern Operators

£14.99

## KE009 York Independents- Western Operators

£14.99

## K2003 Yorkshire Dales Buses

£15.99



The West Yorkshire Road Car Company's routes from Skipton and Ilkley up into Wharfedale, Wensleydale and Swaledale are some of the most scenic in Great Britain. The enduring Yorkshire landscape, which has been used for many films and

TV programmes, such as Calendar Girls, All Creatures Great and Small and Emmerdale, complements the little-changed street scenes and villages to give a fascinating backdrop to this captivating collection of more than 170 historic bus photographs – taken from the 1950s to the 1970s by some of the finest photographers in their field – many of which are previously unpublished or have rarely been seen in print.

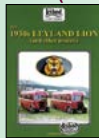


**LEICESTER TRANSPORT HERITAGE TRUST**

- LTHT9 Park & Ride in Leicester -  
The Story of the Ups and Downs £12.00

**LEYLAND SOCIETY**

- LEY52 The 1930s Leyland Lion  
(and other models) £20.00



This is the second in 'The Leyland Fleet Series' devoted to specific models, completing the story of the Leyland Lion and the associated Cheetah, Lioness and Tigress (begun in part one). The primary authors are Mike Sutcliffe and John Howie,

using research material from the late Alan Townsin, and assisted by Bruce MacPhee. This book concludes the story of the pre-war Leyland LT series Lion and the associated Lioness and Tigress types, together with the Lion Cub and Cheetah. Details are included of all the domestic and exported Lion types (LT1 to LT9) and Cheetahs (LZ1 to LZ5) plus various other models up to 1940. There's plenty on the Lioness and Tigress which have never been covered in depth before due to difficulties in trying to obtain detailed information.

**LILY PUBLICATIONS**

- L7776 Scottish Buses- A Global Success Story £22.50

**LONDON HISTORICAL RESEARCH GROUP**

- OS134 Around Waltham Forest by Bus,  
Tram and Train- Historical £15.00

**MALTA BUS PUBLISHING**

- MBP01 Maltese Buses DBY300 to DBY470 £30.00

**MALVERN HOUSE PUBLICATIONS**

- MH168 Bristol Buses, Coaches & Lorries Album £5.95  
MH164 Bus & Coach Album 1 £5.95  
MH172 Bus & Coach Album 2 £5.95

**NORTH RIDING CLASSIC BUS**

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

**OMNIBUS SOCIETY**

- OS131 Country Roads- Municipal Rural Bus Services £11.95  
OS123 Sittingbourne's Forgotten Bus  
Operators- Jessop's of Frinsted £9.95  
OS133 The Region's Favourite-  
The Story of South Yorkshire £29.50

**PAUL LACEY**

- PG327 Early Independents of Maidenhead Area £15.00  
PG329 Reliance Motor Services of Newbury  
A Centenary Album £18.00

**PAUL LLEWELLYN PUBLISHING**

- PLP22 Leopards Prowl around Southdown  
and Beyond £25.00

**PAUL TURNER**

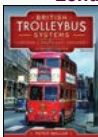
- PTL01 Blue Buses of Lytham £45.00

**PEN & SWORD**

- P6412 A Transport Journey in Colour- Street  
Scenes of the British £25.00  
P6781 British Buses & Coaches in the 1960s £25.00  
P7060 British Trolleybus Systems- Yorkshire £30.00  
P5541 Buses Along The South West Coast Path £25.00  
P7605 Buses & Coaches Walton-on-Thames £30.00  
P8691 London Dennis Trident £35.00  
P5546 London's Buses 1979-1994 £30.00

**P7064 British Trolleybus Systems-**

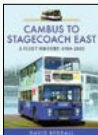
London and South-East England £30.00



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

**P8100 Cambus to Stagecoach East-**

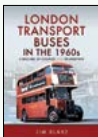
A Fleet History 1984-2022 £35.00



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

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

A Decade of Change £25.00

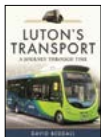


Just as life in Britain changed dramatically during the 1960s, so did London Transport's buses and their operations. Most striking was the abandonment of London's trolleybuses and their replacement by motorbuses. Begun in 1959 using surplus RT-types, it was completed by May 1962 using new Routemasters,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



**P8586 London's Transport from Roman Times to the Present Day £25.00**


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

**P5558 Luton's Transport- Journey Through Time £25.00**


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

- P2705 Midland Red in Retrospect £30.00  
 P8695 The London Volvo B7TL £35.00  
 P2104 Today's London Buses £35.00

**RICHARD WALTER**

- RW321 Scotland's Buses- Road to Net Zero £22.50  
 RW436 Seeking the Perfect Location- Trials and Tribulations of a Bus £25.00

**ROGER BAILEY PROMOTIONS**
**Hong Kong 1984**

- RB511 ...1 China Motor Bus- A Personal £12.00  
 RB513 ...2 Kowloon Motor Bus £12.00  
 RB512 Buses of GMPT in the 1980s £12.00

**SAFHAVEN BOOKS**

- SHB14 Routemasters of the Universe £12.99

**SHIRE PUBLICATIONS LTD**

- SH412 Motor Coaches and Charabancs £8.99



The coach, distinguished from the bus by its use for longer-haul and more comfortable trips, has a long and august history. Its origins lie in the charabanc, a long open-topped vehicle used to transport passengers on works outings and pleasure excursions. Over time, coaches came to be enclosed and fitted with more comfortable seating and higher-quality bodywork than the charabancs and the buses

used on shorter routes. By the 1960s and 1970s on-board toilets began to be fitted, and despite a decline due to private car ownership, coach travel remains popular, with Wi-Fi, electric sockets and even video screens now built in. This colourful introduction explains the development of motor coach design and the main coach manufacturers, models and operators, offering a fascinating insight into the history of the nation's most popular vehicles.

**SILVER LINK**
**Buses & Coaches of Walter Alexander & Sons**

- S4559 ...1955-1956 £25.00  
 S4560 ...1960 £25.00  
**Buses, Coaches & Recollections**  
 S4574 ...119- 1979 £8.00  
 S4578 ...112 Hants & Dorset the Final 20 Years £8.00  
 S4565 ...93 London 1970 £8.00

**SOUTHDOWN ENTHUSIASTS CLUB**

- SEC90 SEC Fleet List Book 2022 £8.00



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

**Southdown Fleet History**

- SEC85 ...Pt 31 1966 The Last Standard PD3s £7.00  
 SEC89 ...Pt 32 1967 PD3/4s w/ Panoramic Windows £7.00  
 SEC88 Southdown Survivors £6.00  
 SEC86 Sussex Independents 2021- A Guide to Fleets & Services of Smaller Operators £6.00

**SOUTHERN GENERAL**

- SG780 The Setright and TIM Tickets of Southdown & Brighton Hove & District £11.00

**STENLAKE PUBLISHING**

- ST861 Cumbria Buses: Barrow in Furness '48-89 £11.95  
 ST906 Cumbria Stage Buses in Wasdale, Eskdale and Millom Post-War to 1985 £11.95  
 ST858 Farsley Omnibus Company and Kippax & District Co Ltd £11.95  
 ST860 Hardwick's Services Ltd, Scarborough £11.95  
 ST859 Skipton 1967 with Pennine, Laycock, Ribble and West Yorkshire Buses £11.95  
 ST914 S Yorkshire of Pontefract Part 1: 1929 £12.95  
 ST915 S Yorkshire of Pontefract Part 2: 1973 £12.95  
 ST885 The Keswick to Borrowdale Bus £11.95  
 ST893 Tommy's Bus, aka Burrows & Sons, Wombwell £11.95  
 ST883 Wheels Around Highlands & Hebrides in Colour £11.95

**TERRY GRACE**

- TG518 Remembering Silver Star £16.00

**TRANSPORT MUSEUM WYTHALL**

- MOB03 So you Want to go on the Buses? A Time-Traveller's Guide to Working on the Buses During the 1960s and 1970s £12.00

**TRANSPORT TICKET SOCIETY**

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

**TRANSPORT TREASURY PUBLISHING**

TTM08 Alexander's Buses 1961 Volume 1	£12.50
TTM10 Alexander's Buses 1961 Volume 2	£13.50

**TROLLEYBOOKS**

TB533 Brazil's Trolleybuses	£49.00
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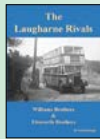


Brazil's trolleybus history is important and little known. This large and definitive book brings the authors' extensive knowledge, assembled over decades, to present a encyclopaedic and extensively illustrated publication that covers the fiercely independent story of one country's development of trolleybus deployment. Not without failures and even scandals, this book follows beginnings with four British United trolleybuses in Sao Paulo, through 14 systems to the present day and current operation in fascinating forensic detail.

TB532 A London Trolleybus Reborn	£25.00
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**VERNON MORGAN**

VM458 The Laugharne Rivals	£21.00
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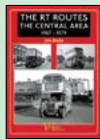
The convoluted history of Tudor Williams Brothers (Pioneer Buses) and their rivals, Ebsworth Brothers, can only be told together due to the extraordinary events of their very bitter challenge. In June 1908, Tudor Williams, aged 17, started a regular passenger service between Laugharne and St Clears Railway Station with a horse-drawn six seat wagonette. His business venture was very successful and in 1913 obtained the Post Office mail carrier's contract for Laugharne and Pendine. In 1914, he diversified into the mechanical mode of transport with cars, and after the WWI, when he introduced a bus into the fleet, his two younger brothers joined the business. In 1919, the Ebsworth brothers, who originated from Pendine, saw how well Tudor and his brothers were doing at the business, and decided to challenge them with an identical service to St Clears Railway Station. They later followed the Williamses into Carmarthen, and eventually Tenby, where the rivalry worsened. This book sets out to tell their stories.

VM457 Ffoshelig Coaches Ltd Carmarthen 1921-2021	£18.50
VM456 Rees & Williams and West Wales Motors, Tycroes	£20.00

**VISIONS INTERNATIONAL**

Jim Blake's

VISX6 ...Central Southern England Buses, Coaches & Trolleybuses in the 1960s	£14.95
VISGM ...Greater Manchester Buses & Trolleybuses in the 1960s	£15.95
VISNR New Routemaster: Outside Story 2011-17	£26.95
VI566 RT Routes The Central Area 1967-1979	£22.95



Following the Reshaping Plan in 1967 it was expected that the RTs would finish in service in the early 1970s... they survived until 1979. This book features photos of every Central Area route the RTs worked in this period. Over 300 photos with extensive captions tell the story of this interesting period of RT operations.

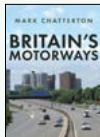
VISC1 Colour Change Vol 1: The RTs	£29.95
VISA7 The LT Area 7: East End & Docklands	£20.95
VISA9 The LT Area 9: Central London East	£21.95

**WOOLYBUS**

WB410 2021 FirstGroup Fleet Book	£18.00
WB411 Vehicle History File- London DMS	£22.50

**NON TRANSPORT****AMBERLEY PUBLISHING**

A1116 Britain's Motorways	£15.99
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Motorways are found all over Britain, from Perth in Scotland to Exeter in Devon. In fact, there are now over 2,000 miles of motorway in England, Wales and Scotland. They are used by millions of us every day, yet how often do we ever think about these marvels of civil engineering that help to speed people and goods around Britain? In a first, transport historian Mark Chatterton has brought together information about the history, construction, routes, and workings of every motorway that is found in Britain in one book. Britain's Motorways looks at each of the main motorways, including the M1, M6 and the M25 plus the other A-designated motorways, such as the A1(M), giving details of their history, routes and characteristics in a subject that has never been covered in such detail before. In researching this book, Mark Chatterton has spent many years travelling the length and breadth of Great Britain, visiting each motorway, capturing photographs and building up an extensive knowledge of the subject.

**CAPITAL TRANSPORT PUBLISHING**

CA469 The London that Never Happened	£19.95
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A pyramid on Trafalgar Square, an airport at King's Cross, an Eiffel Tower at Wembley, suspended monorails in central London and to Heathrow, a sixties-style Piccadilly Circus, a diverted Thames, a remodelled Westminster, a very different South Bank and three six-lane orbital motorways. These are among the bold but unrealised proposals for London covered in this book. Its author, Antony Badsey-Ellis, has gathered together a fascinating set of facts and illustrations for plans ranging from some that would have had little chance of going ahead to ones that came close to execution.

**PEN & SWORD**

P9446 An Encyclopaedia of World Bridges	£35.00
P9088 The Governor: Controlling the Power of Steam Machines	£30.00



This book, the first to deal with the subject, tells the story of the evolution of the original 'spinning-ball' governor from its first appearance to the point where it became a small device entirely enclosed in a housing to keep it clean, and thus hidden from view.

**STENLAKE PUBLISHING**

ST928 The Scottish Coal Industry	£11.95
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## TRAMS & LIGHT RAIL

### AMBERLEY PUBLISHING

- A0842 Blackpool to Fleetwood by Tram £15.99  
A0157 Tyne & Wear Metro £15.99

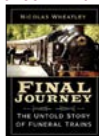
### GRAFFEG

#### Lost Tramways of England

- GR350 ...Leeds West £8.99  
GR980 ...London North East £8.99  
GR981 ...London North West £8.99  
GR982 ...London South East £8.99  
GR983 ...London South West £8.99  
GR950 Lost Tramways of Ireland- Belfast £8.99  
GR351 Lost Tramways of Scotland- Edinburgh £8.99  
GR952 Lost Tramways of Scotland-Glasgow South £8.99

### HISTORY PRESS

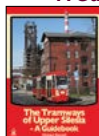
- H9433 Final Years- Untold Story of Funeral Trams £20.00



This new history reveals the previously untold story of why and how trains have been used to transport the dead, enabling their burial in a place of significance to the bereaved. Profusely illustrated with many images, some never previously published, Nicolas Wheatley's work details how the mainline railways carried out this important yet often hidden work from the Victorian age to the 1980s, as well as how ceremonial funeral transport continues on heritage railways today. From royalty, aristocrats and other VIPs (including Sir Winston Churchill and the Unknown Warrior) to victims of accidents and ordinary people, *Final Journey* explores the way in which these people travelled for the last time by train before being laid to rest.

### LRTA

- LRT61 Might Have Been Trams and Tramways £20.00  
LRT60 The Leaving of Liverpool £32.50  
LR664 The Tram Returns £28.00  
LRT65 The Tramways of Upper Silesia- A Guide Book £35.00



This book tells the story of a truly remarkable network in a region of Poland rich in mineral resources, which was at serious risk of closure in the post-industrial era but has survived and regenerated itself to become an important player in the regional transport infrastructure. Local political support and a determined and committed management have resulted in the transformation of infrastructure and introduction of modern, low-floor rolling stock to cater for the needs of present-day passengers. The way in which advantage has been taken of well-maintained second-hand articulated cars from Frankfurt and Vienna, and the way in which these have been modernised, is testament to a vibrant and forward-thinking undertaking. The people of Upper Silesia are lucky to be served by one of the greatest tramway networks in the world. The book also acts as a comprehensive guide to the system that operates today and includes a large track map of the current system folded and inserted into the shrink wrapping.

- LRT70 Tramway Review- Celebrating 70 Years £14.00

### Tramways in

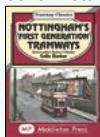
- LRT66 ...Milan in Colour 1954-1978 £30.00  
LR667 ...Portugal in Colour 1985-2018 £30.00  
LRT59 ...Vienna in Colour 1956-78 £29.00

### MAINLINE & MARITIME

- MM096 Tramway Travels £16.95

### MIDDLETON PRESS

- M5673 Nottingham's First Generation Tramways £18.95



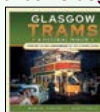
First generation railed public transport existed in Nottingham for nearly 58 years, initially by horse power, then subsequently electric traction. This publication provides a photographic record of these trams at work along the routes they served, illustrating scenes from late Victorian through to the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

### OAKWOOD PRESS

- S1748 The Bessbrook and Newry Tramway £10.95

### PEN & SWORD

- P9438 Glasgow Trams- A Pictorial Tribute £35.00



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

- P0904 Blackpool Streamlined Trams £25.00  
P3901 Britain's Preserved Trams- An Historic Overview £25.00  
P3897 Britain's Second Hand Trams- An Historic Overview £25.00  
P0908 The London 'E/1' Tram £25.00  
P7194 Trams and Buses on Stamps- A Collector's Guide £16.99  
P8707 Transport Recalled North & Mid-Wales £30.00

### PLATFORM 5 PUBLISHING

- PF185 Manchester's Metrolink £19.95  
PF196 Nottingham: Tramway to Express Transit £19.95

### ROBERT SCHWANDL PUBLISHING

- MET67 S-Bahnen in Deutschland £22.00  
MET66 Tram Atlas France 2nd Ed £22.00  
MET63 Tram Atlas Northern Europe 2nd Ed £22.00  
MET64 U-Bahn, S-Bahn & Tram in Hamburg £20.00  
MET61 U-Bahn, S-Bahn & Tram in London £22.00  
MET65 U-Bahn, S-Bahn & Tram in Munchen £22.00

### SILVER LINK

- S4602 Tram & Trolleybus 130 1958 Part 2 £8.00  
S4584 Tram and Trolleybus 123 1958 Part 1 £8.00



**STENLAKE PUBLISHING**

ST901 Glasgow by Tram in Photographs £11.95

**TROLLEYBUS CURRENT**

TC576 No 3- Trolleybuses Systems in Pictures £11.00

**UNIQUE PUBLISHING SERVICES LTD**

UQE06 The Blackpool 'Standards' £9.99

**RAILWAYS****AMBERLEY PUBLISHING**

A0714 BR Blue: The North in Focus £15.99

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The importance of our railways in the movement of sea containers cannot be overstressed. Industry figures suggest that one in four of all containers arriving at UK ports move onwards via the UK rail network. This is particularly significant to the railfreight sector given the dramatic downturn in coal traffic in recent years. Four of the country's major players in the freight sector – Freightliner, DB Cargo, GB Railfreight and Direct Rail Services – all move significant volumes of container traffic to almost all parts of the UK. This book takes a look at these movements, from the major ports of Felixstowe and Southampton to destinations as far afield as Bristol and the Scottish Highlands. John Jackson takes an in-depth look at the diversity of locomotives and container wagons used on these services provided by these key players on our twenty-first century railway.

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The first cranes mounted on railway wheels were hand operated, but by the mid-19th century, several builders had fitted steam engines and boilers to enhance lifting capabilities, though initially these machines were not self-propelled, but merely portable. By the 1860s self-propelled cranes were offered and gradually designs were developed for more specialised uses, such as dealing with accidents or for quarrying. A crane locomotive is a conventional steam locomotive, built or subsequently fitted with a crane jib. The first example was a locomotive converted by the London & North Western Railway in 1866. Other railways followed with their own conversions, and three main line companies even built a small number new. These were all mainly employed for shunting and loading in workshop areas. Private firms also designed and built specialist crane locomotives for use in heavy industry, such as shipyards and steelworks, where they proved to be extremely versatile, with a few working into the early 1970s.

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A0179 Going Underground: Birmingham £15.99



Going Underground: Birmingham takes the reader on a tour of subterranean Birmingham. The stories include the bizarre and sometimes nefarious world beneath the surface of the city. We visit the tunnels built for an underground

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

A0336 Great Britain's Railways- A New History £12.99

A8764 Great Railway Journeys- London to Oxford £15.99

A0309 Illinois Railroad £15.99



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

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

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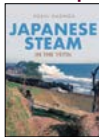
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## A0370 Japanese Steam in the 1970s £15.99



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

## A0472 Line by Line: Yorkshire £15.99



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

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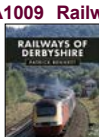
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## A1009 Railways of Derbyshire £15.99



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

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

## A0269 Railways of Leicestershire in 21st Century £15.99

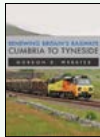
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Gordon D Webster's latest title examines the renewal, and revival, of railways in the north of England. In 2020, the Covid-19 pandemic changed the role of train travel in Britain forever. Gone were the swarms of rush-hour commuters to the city and the

tourist season was dealt a very swift blow. New trains and new franchises signalled a new era on the East and West Coast main lines, only for trains to run empty as an emergency timetable took hold. Across the Pennines, the famous Settle & Carlisle line was devoid of its usual summer charter traffic, though 'Staycation Express' loco-hauled services proved a success. This photographic collection looks at the rails of the north before and after the pandemic in all their scenic glory. It also covers the heritage steam railways, which faced their biggest ever challenge during this extraordinary period in history.

## A9980 Scottish Steam Album £15.99

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## A9772 The Era of Rail Blue £15.99



Return to the era when rail blue ruled supreme on the railways of Britain, when a wide variety of British-built trains operated from the highlands of Scotland, through the now vanished industrial north and midlands, through the Welsh valleys,

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

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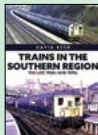
## A0301 Winter Railroading £15.99



**A0652 The Wear & Derwent Railway****£15.99**

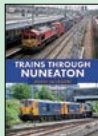
The Stockton & Darlington Railway Company's take-over of half of the 1834 Stanhope & Tyne route, under the guise of the Wear & Derwent Junction Railway, saw the most interesting period in the history of this part of the line. The route,

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

**A1015 Trains in the Southern Region-****The Late 1960s and 1970s****£15.99**

In this volume of previously unpublished photographs, David Reed takes the reader on a journey around the Southern Region. The Waterloo-Bournemouth and Weymouth line features with Woking, Basingstoke and the New Forest, together

with the south coast 'Coastway' route between Portsmouth, Brighton and Hastings, including a brief hop over to the Isle of Wight. There are also photographs taken on the Waterloo-Reading line, and the Alton-Winchester and Swanage lines before they closed. A variety of elderly 1930s and at the time modern 1960s electric locomotives, electric trains and diesel multiple units and locos are pictured in various liveries, none of which remain in service.

**A0263 Trains Through Nuneaton****£15.99**

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

**A8509 World's Last Steam Locos in Industry****£19.99****ATLANTIC BOOKS**

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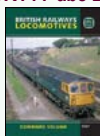
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The latest reissue in the series is abc British Rail Locomotives Combined Volume 1967. Two years before in 1965, there had been 3,000 steam locos on BR's books. But such was the remorseless march of diesel and electric traction, by the end of 1967, this had shrunk to a mere 361; 307 of LMS origin, 2 ex LNER locos and only 52 out of the 999 BR Standard locos built. This is also the first of the abc reprints which uses the term 'British Rail' in its title, that having been introduced in 1965. The focus of the 1967 abc Combined is therefore firmly on diesel and electric motive power with new locos being added all the time and almost all of the early Modernisation Plan types still in service. For generations of enthusiasts, these were the locos they grew up with and spotted so this volume will be one many can relate to more strongly than the rapidly fading age of steam.

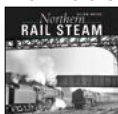
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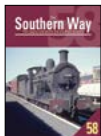
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*This book takes the reader on a journey, recorded in over 200 images, which starts in North Wales and then moves on through Chester to Merseyside.*

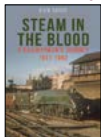
*There follows a roughly circular itinerary starting around the Wigan area and south east Lancashire before heading to the north east and Cumbria before returning to Lancashire. While the majority of photos cover steam on the BR network, some explore the colliery and other industrial lines which fed traffic onto the main lines. Sequences of pictures at certain locations will recreate the lineside experience of many enthusiasts at this time and will bring them to life for those too young to remember those days.*

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

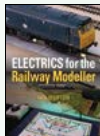
- CR145 Steam in the Blood- A Railwayman's Journey 1941-1982 £9.99



*Unlike many of his fellow managers, Dick was a rail enthusiast at heart and never lost his passion for locomotives and their crews. He considered himself first and foremost a 'people person' and estimated he had worked during his career with more*

*than 25,000 men and women, many of whom became close friends and remained so for many years afterwards. After retirement in 1982, he made a major contribution to the continuance of main line steam train operations across the network. This book is a welcome reissue of two of his autobiographical volumes outlining aspects of his illustrious railway career.*

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*This much revised edition introduces the concepts and practice of wiring model railway layouts in an easy and accessible manner. Starting from the assumption that the reader has no knowledge beyond connecting up a train set, the book guides us through the various techniques to wire up a complex model railway. Beginning with the basics, the book moves on to covers cab control, the operation of points and signals, train detection and lighting.*

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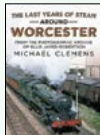
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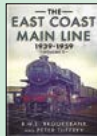
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*This book of mainly unpublished colour and mono photographs has been created entirely from his collection within a 35-mile radius of Worcester. It will appeal to railway enthusiasts, modellers and those with an interest in local history. The period covered*

*is from the mid-1950s through to the mid-1960s; steam is the predominant traction throughout together with occasional shots of early diesel power. Coverage includes parts of Herefordshire, Gloucestershire, Warwickshire and Worcestershire, plus the Birmingham area. Ellis passed on in April 2015 aged 92. His daughters contacted filmmaker and author Michael Clemens whose late father was a friend of Ellis. His collection lives on at shows around the country given by the author and now in this series of books using his photographic archive.*

**F5749 East Coast Main Line 1939-1959 Vol 2 £20.00**

In this second and final volume, the whole of the East Coast Main Line between King's Cross and Edinburgh Waverley stations is examined closely, with a particular emphasis on the ways and structures: the line, stations, connections, yards, and other physical features. Interposed are accounts of the traffic at the principal stations, including connecting and branch line services, with observations on changes over the period 1939 to 1959. Some emphasis is placed on freight traffic on account of its importance and, perhaps, its relative unfamiliarity to the reader. The lines, stations and many other elements are described as they were in August 1939, but as some plans on which they are based are dated before the late 1930s, there may be marginal differences from the precise layout in 1939.

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Come for a nostalgic journey along the scenic Cotswold route between Stratford-upon-Avon and Gloucester. This was a late addition to the GWR network and was important for

freight flows to docks as well as holidaymakers to southwest beaches. Explore the Stratford-upon-Avon to Gloucester line station-by-station as the history, heritage and social background of the railway and its passengers is brought to life using archive photography, some of it never before published.

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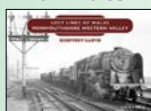
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Explore the Monmouthshire Western Valley line station-by-station as the history, heritage and social background of the railway and its passengers is brought to life using

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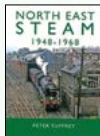
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**GN126 Gresley's B17s £22.50**

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



Once the industrial heartland of Britain, North East England had a bustling network of railways. Whether on the East Coast Main Line, local branches or industrial tracks, there was much of interest. Over 200 colour and black-and-white

photographs are presented here at a number of locations across the area, such as: Bishop Auckland, Darlington, Durham, Gateshead, Middlesbrough, Newcastle, Sunderland, and Stockton. The highly-evocative scenes have been captured by several well-known photographers at stations, sheds, workshops and the lineside. Many of the classes associated with the North East are included: Gresley A3, A4, D49, V2; Peppercorn A1 and K1; Thompson B1; Raven Q6 and Q7; Worsdell J27; War Department 'Austerity'; British Railways 9F. Several industrial locomotives are seen at work at places such as Ashington Colliery, Lambton Colliery, Pallion Shipyard, etc. Coupled with interesting and informative captions, North East Steam presents a vibrant, though sadly long-lost era of British history.

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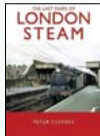
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**GN723 The Last Years of London Steam £19.99**



The heart of the British railway system was London. Traffic was drawn and dispersed to places in Scotland, Wales, Ireland and all over England, not forgetting the intense suburban services for commuters. The

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Andrew Grant Forsyth's photographs show the changing locomotive scene throughout Scotland after the nationalisation of the railways in 1948.

Forsyth visited Scotland almost every year, and between 1948 and 1966 he was fortunate to be able to photograph the graceful-looking ex-Great North of Scotland 4-4-0s, the ex-North British Railway 'Glen' and 'Scott' 4-4-0s, the Caledonian 4-4-0s and numerous 0-6-0 and tank locomotive classes remaining from both those companies. Also reproduced are many examples of the London and North Eastern Railway express locomotive fleet, together with locomotives of former London Midland and Scottish Railway and examples of the post-nationalisation Standard locomotives of British Railways. Scottish Steam 1948-1966 is a stunning collection of Andrew Grant Forsyth's photographs, providing a unique insight into a shifting time.

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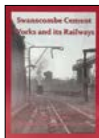
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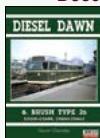
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One of the main pillars of the new diesel fleet came in the form of the Brush company's diesel locomotive for mixed traffic work, the 'Type 2' referring to the power rating of their Mirlees engines - 1,250hp. The name 'Brush' it has to said

is less than stirring after the fashion, say, of 'Deltics' or 'Warships' but an entire swath of British Railways, the Eastern Region, relied very heavily upon them for all manner of freight and passenger work; they were even suited to country branches in the wilds of East Anglia. In later years they were used much more widely, from the West Country to the far north of England. They were also long-lived, unlike many of their contemporaries that appeared in the 'Diesel Dawn' of the 1950s and 1960s; the last was only withdrawn from service in 2017.

IR243 LMSWays- LMS Steam in the Sixties £26.95

Main Line to the South

IR235 ...Part 1- Basingstoke to St Cross £34.95

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The London and Southampton Railway opened its line in 1840, the first major railway in the south of England, soon to become the London & South Western Railway and eventually in 1923 the Southern Railway. Part Two describes the

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

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


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

**KAY**

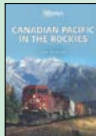
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The Canadian Pacific Railway was built to unite all the Canadian Provinces with a transcontinental line running from the Atlantic to the Pacific. Many obstacles were encountered during construction including the Rocky Mountains, a formidable range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

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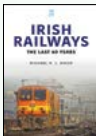
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By the end of the 1950s, steam had already mostly disappeared from passenger work in the Republic of Ireland, yet it lingered on in Northern Ireland. The products of General Motors came to dominate locomotive-hauled freight and passenger work in all 32 Counties, whilst electrification transformed travel in and around Dublin. Preservation has ensured that much of what might have vanished in the way of infrastructure, the iconic narrow gauge and a wonderful variety of locomotives is still there to be enjoyed. With over 200 images, this is a visual journey around the Emerald Isle, starting in the 1960s and moving through to modern times, showing the various traction, locomotives and stations that have made Ireland's railways what they are today.

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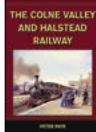


This is the second and concluding part of our journey from Gloucester Central to Swindon, which opened as a broad gauge line from Swindon to Cirencester in May 1841 and then from Kemble to Standish in June 1845, from where it joined with the Bristol & Gloucester Railway to reach Gloucester. Having reached Stroud in Part 1, we first complete our study of that station before heading off up the valley towards Brimscombe and Chalford. These were two very different stations, opened over 50 years apart. Our period covers from the late 1950s to the mid 1970s, through the last years of steam on BR(WR) and the early diesel-hydraulic era. Again the locomotive variety is impressive: 'Castles', 'Halls' and 'Granges', '9Fs' and '8Fs', 'Prairies', pannier tanks and '14XX' 0-4-2Ts, along with 'Westerns', 'Hymeks' and 'Teddy Bears'. Once we reach Kemble we travel the branches to Tetbury and Cirencester. And then, we complete the last leg to Swindon, crossing into Wiltshire before arriving at our destination.

**BD884 ...Vol 8 Part 1- Warwickshire Western Region Lines £30.00**

## British Railways The First 25 Years

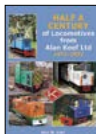
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Incorporated in 1856 and opened in stages between 1860 and 1863, this line ran for 19 miles from a junction with the Great Eastern Railway Marks Tey to Cambridge and Bury St Edmunds cross-country route at Chappel to terminate at its own station at Haverhill.

In 1865 a connection was made to Haverhill GER station on the same cross-country route in neighbouring Suffolk. For most of its 57 years of independence the CV&HR was in financial difficulties, with services being operated by agents including in 1865 Sir Daniel Gooch of the GWR. A motley collection of rolling stock was hired and a Cornish entrepreneur provided backing for the organisation, but by 1874 the railway went into receivership and it took an Act of 1885 to rectify matters. The route played an important part in World War Two with military traffic for local airfields. British Railways management decided the line duplicated other routes and passenger services were withdrawn on 1st January 1962 and freight from April 1965.

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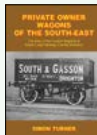


To mark the fiftieth year of the company's existence, this book covers some 119 locomotives that are classified as having been built by Alan Keef Ltd. From a first, very crude, diesel locomotive in 1976 to sophisticated machines such as that below,

including several steam locomotives and a brief mention of monorails, they are all here. Battery electric locomotives are included with hybrid technology being only just over the horizon. Locomotives are listed in chronological order and include basic mechanical details, the customer and later transfers to new owners, together with names gained or lost along the way. With a portrait style image of each machine as built, photographs in its working environment are also given. There is also a section on models of Keef locomotives together with numerous drawings for those so inclined. In addition, there is a section on the many and various items of rolling stock built by the company.

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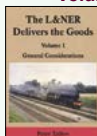
- LP907 Private Owner Wagons of the South-East Part 2 The Lines of the London, Brighton & South Coast Railway (Central Division) £30.00



This volume continues the study of Private Owner Wagons in the South East and follows on from the work on the South Eastern & Chatham lines by John Arkell. This book covers operators at home on the lines of the London, Brighton & South

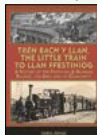
Coast Railway and its successors the Southern Railway (Central Division), and so covers all of Sussex and some of Hampshire. The book is laid out line by line and is profusely illustrated with photographs and items of ephemera together with a full history of the various wagon operators. The latter adds greatly to the knowledge of the workings of the coal industry and especially to the smaller dealers in coal.

- LP905 The L&NER Delivers the Goods: Volume 1 General Considerations £27.50



It may not be generally recognised but the London & North Eastern Railway derived almost two-thirds of its total income from the conveyance of mundane goods traffic, compared with only one third from the more glamorous carrying of passengers and their luggage. This work, by well-known railway author Peter Tatlow, sets the record straight by describing how the L&NER served the nation by delivering the goods and minerals entrusted to it. In this volume, the first of three, attention is given to general considerations applicable system wide, and will be followed in Volumes 2 and 3 by the description of goods activities in the Company's three areas during its existence (1923-1949). This was an era before motorways, HGVs loaded with ISO containers and centrally generated electricity, caused the once numerous humble steam-hauled goods train to be swept away.

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The history of the Festiniog & Blaenau Railway has long been overshadowed by its internationally renowned neighbour, the Festiniog Railway, even though the two made a junction at Blaenau Ffestiniog. This

new account of the Festiniog & Blaenau Railway combines original research in local and national archives, including the financial records of the Company, together with information from local newspapers, to reflect the communities it served and the personalities involved, alongside the principal industry of the area, the extraction and processing of slate. The location of the Festiniog & Blaenau made it a player in the political manoeuvrings of the standard gauge L&NWR and GWR as those companies tried to gain access to the lucrative traffic in slate from Blaenau Ffestiniog. The account concludes with the eventual conversion of the Festiniog & Blaenau to standard gauge by the GWR's puppet, the Bala & Festiniog Railway, and the fate of its players and ambitions.



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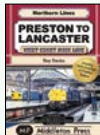
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*Take the 21 mile trip from Preston to Lancaster today and you will experience a smooth journey taking under twenty minutes. Back in the 1840s it was a very bumpy ride due to a multitude of problems. The route was host to a number of intermediate stations now all gone but, for anyone with a keen eye, this album will help identify some of those former landmarks. It also includes some rarely seen shots of the original line from the south into Lancaster along with extensive coverage of Preston station.*

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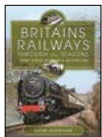
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The four seasons pass by like a gliding ship, each signalled by a transformation of changing colours and hues of light, thus providing a form of marker to these passages of time. Living in the temperate zone we experience four distinct seasons.

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

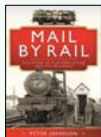
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- P9574 German Express Steam Locomotives £35.00**



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

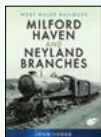
- P7789 Great Central Railway £40.00**
- P5205 Great Western 0-6-2 Tank Classes-  
Absorbed & Swindon Designed Classes £30.00**
- P3985 Great Western King Class 4-6-0s-  
From Construction to Withdrawal £30.00**
- P1130 Images of the British Railway Landscape-  
Iconic Scenes of Trains & Architecture £30.00**
- P8369 Isambard Kingdom Brunel £16.99**
- P3595 Joint Line Ops Around Manchester £30.00**
- P6981 L & SWR Drummond Passenger & Mixed Traffic  
Loco Classes- A Survey & Overview £35.00**
- P9912 Liverpool and Manchester Railway £25.00**

- P7860 LMS & LNER Steam Locos- Post War Era £25.00**
- P7254 LNER 4-6-0 Locomotives-  
Their Design, Operation & Performance £35.00**
- P6398 Locos of the Liverpool & Manchester Rly £30.00**
- P4835 Locos of the Somerset & Dorset £35.00**
- P6188 London's Historic Rly Terminal Stations £30.00**
- P7613 Mail by Rail- The Story of the  
Post Office and the Railways £35.00**



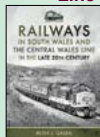
Railways have been used for the carriage of mail since 1830, the development of the first travelling post offices following, enabling the Post Office to achieve maximum efficiencies in mail transportation. As the rail network grew the mail network grew with it, reaching a peak with the dedicated mail trains that ran between London and Aberdeen. The Post Office also turned to railways when it sought a solution to the London traffic that hindered its operations in the Capital, obtaining powers to build its own narrow gauge, automatic underground railway under the streets to connect railway stations and sorting offices. Although construction and completion were delayed by WWI, the Post Office (London) Railway was eventually brought into use. Changing circumstances brought an end to both the travelling post offices and the underground railway but mail is still carried, in bulk, by train and a part of the railway has found a new life as a tourist attraction.

- P7250 Midland Railway and LMS 4-4-0 Locos £35.00**
- P9586 Milford Haven & Neyland Branches £25.00**



Part of the West Wales Railways series, this book starts at Clarbeston Road, covers the oil-rich town of Milford Haven, where oil refineries were opened mostly in the 1960s in association with the deep-water port, to accommodate super tankers from the Middle East, though the development of other products and pipelines in the oil world has seen the number of oil terminals there currently reduced to one at Robeston. Neyland was the original West Wales terminus of the GWR, after plans to develop Fishguard were delayed until 1906, and saw several through Passenger and Parcels trains to Paddington until 1963, when through passenger trains between Paddington and West Wales were terminated at Swansea with a DMU service beyond. The Neyland branch from Johnston was closed under the Beeching cuts of 1964, involving the closure of the important Motive Power Depot whose allocation of County Class engines is well illustrated, though the effect of this was largely nullified by the arrival of the diesel age.

- P4034 North Eastern Electric Stock 1904-2020 £25.00**
- P4923 Oliver Bulleid's Locomotives £30.00**
- P2985 Peppercorn- His Life, & Locomotives £40.00**
- P9036 Railway Centre York-  
A Pictorial & Historic Survey £30.00**
- P6256 Rlys & Industry in the Sirhowy Valley- Newport  
to Tredegar & Nantybwhch, Inc Hall's Road £30.00**
- P5377 Railways and Industries in  
North East Wales and Deeside £25.00**
- P9605 Rlys & Industry on the Brecon & Merthyr £35.00**
- P9122 Railways in the North and  
Mid Wales in the late 20th Century £25.00**

**P8654 Railways in South Wales and the Central Wales Line in the Late 20th Century £30.00**


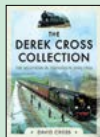
In the early 1980s, the author began to visit South Wales on a regular basis to photograph the railway scene. At that time, the collieries and steelworks were generating a lot of rail traffic with Class 37 diesels being the usual motive power.

Passenger trains were in the hands of Class 47s and 37s, while 'Peaks' and Class 50s would also appear on occasion. HSTs, DMUs, Sprinters and Pacers were, of course, also common. As time went on, collieries closed and the coal traffic reduced, but there always something new and interesting. Rugby Internationals at Cardiff regularly produced a number of special trains which arrived from various parts of the country, often bringing interesting motive power to the Welsh capital. The Class 37s were slowly replaced by Class 56s, and later Class 60s, on many duties in South Wales, but the Rhymney Valley saw Class 37 diesels working passenger trains into the twenty-first century, and on Rugby International days, privately-owned Class 50s were also used on occasion.

- 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**
- P8088 Seventy Years of the South Western-**  
**A Railway Journey Through Time £35.00**
- P3599 Sheffield Main Line Services £30.00**
- P7009 Southern Railway 0-6-0 Tender Goods**  
**Loco Classes- A Survey and Overview £30.00**
- P4473 Southern Railway Lord Nelson Class 4-6-0s-**  
**Their Design & Development £30.00**
- P6394 Steam Across the Regions-**  
**A Pictorial Rail Journey Through Britain £25.00**
- P7258 Steam in my Lens £30.00**
- P8699 The Brunels Father and Son £25.00**
- P6196 BTH & North British Type 1 Bo-Bo Diesel-Electric**  
**Locos - British Rlys Classes 15 & 16 £40.00**
- P4919 Chester & Holyhead Rly- A New History £30.00**
- P6200 Clayton Type 1 BO-BO Diesel-Electric Locos-**  
**British Railways Class 17 £40.00**

**P5490 The Derek Cross Collection:**

**The Southern in Transition 1946-1966 £25.00**



Derek Cross was one of a group of outstanding railway photographers, who mostly took pictures during the steam and early modern traction era, 1950s and 1960s. David Cross his son, has inherited his extensive collection of black & white

and colour material, which has many unpublished images. This book covers the Southern from the last days of the Southern Railway through to British Railways days in the mid-1960s, when steam was on the way out. This is the first book that covers the Derek Cross Southern photographs, which date from the late 1940s through to the end of Southern Region steam and as such, features some very rare locations, unusual liveries and long extinct classes of locomotive. The author has carefully selected some rare and unusual pictures for this volume, which will be of interest and use to both railway historians and modellers.

**P2685 East Kent Rly- Line that Ran to Nowhere £25.00**
**P9613 The English Electric Class**

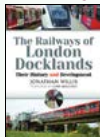
**37/4 Diesel Locomotives £25.00**



Throughout their working life the fleet members have proved invaluable and capable of powering a variety of services whose history confirms both the locomotives' adaptability and prowess in handling the duties allocated to them. Fred

Kerr's book seeks to show this adaptability by detailing the reason for their initial creation and the tasks successfully undertaken once released from their initial roles as support for the shortage of DMU trainsets. The advent of privatisation saw an increased demand for their 'go-anywhere do anything' ability which is also displayed by the range of photographs that illustrate the wide range of duties performed by class members. Once withdrawn from service some class members were purchased for preservation and, such was their adaptability, that preserved examples were hired by train operators to cover duties that no other class of diesel locomotive was capable of achieving.

- P7021 The Final Years of London Midland**  
**Region Steam- A Pictorial Tribute £30.00**
- P6588 The Golden Age of Yorkshire Steam and Beyond-**  
**Memories of the 50s, 60s, & 70s £14.99**
- P6402 The Great Thorpe Railway Disaster 1874-**  
**Heroes, Victims & Survivors £19.99**
- P7358 The Last Years of Carlisle Steam-**  
**A Pictorial Journey £25.00**
- P8137 The London & North Western Railway £35.00**
- P4481 The Minor Railways of East Anglia-**  
**Development, Demise & Destiny £25.00**
- P9058 The Railways of London Docklands-**  
**Their History and Development £30.00**



This book provides a comprehensive study of the planning and building of railways in London's Docklands, reflecting on the past 180 years of railway development. It describes the creation of the enclosed working docks at the start of the 19th

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

- P7609 The Snowdon Mountain Railway £35.00**
- P4477 Welshpool & Llanfair Light Railway £30.00**
- P3116 Thompson, His Life and Locomotives £35.00**
- P2762 Today's London Overground- Overview £30.00**
- P0397 Transport Curiosities 1850-1950 £20.00**
- P1853 Unfinished Lines £30.00**
- P9277 Victoria's Rly King- Sir Edward Watkin £19.99**
- P9331 Virgin Trains- A Pictorial Tribute £25.00**
- P9182 West Coast Main Lines 1957-1963 £35.00**



- P0493** Western Diesel Hydraulics in Preservation £25.00  
**P9572** Whitland to Pembroke Dock £25.00  
**P5059** Worcester Loco Shed- Engines & Train Workings £25.00  
**P0200** The St Ives Branch Line- A History £25.00



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

- P7709** Victorian Steam Locomotives- It's Design & Development 1804-1879 £14.99



This volume is a reprint of a book designed for engineering students in the mid-Victorian period, it has a good text written in a modern and accessible style and is relevant to modern day enthusiasts restoring or constructing replica or miniature steam locomotives. The book has a good selection of drawings and photographs depicting locomotives of the period from 1804-1879, which complement the historic text. At the time this book was written by two of the leading engineering academics, the steam locomotive was regarded as one of the finest examples of advanced engineering and its drivers and firemen were at the forefront of skilled working people.

## PLATFORM 5 PUBLISHING

- PF189** A Manual for Diesel Loco & DMU Drivers £39.95  
**PF197** BR Locos & Coaching Stock 2022 £26.95  
**PF187** Britain's Heritage Railways 2nd Edition £21.95  
**PF177** Channel Tunnel: 25 Years of Experience £21.95  
**PF178** Diesel & Electric Loco Register 5th Ed £24.95  
**PF179** German Railways 6th Edition Part 2- Private Operators, Museums & Museum Lines £32.95  
**PF146** Irish Railways Locos Multiple Units & Trams 4th Edition £18.95  
**PF198** Preserved Locos 20th Edition £21.95  
**PF188** The Beaten Track £32.95  
**PF184** The Railways of Manchester- The Evolution & Development of the City's Railways £40.00

- PF191** The Beaten Track Vol 2- Traction & Extremities of Britain's Rail Network 1970-1985 £34.95



Following on from 'The Beaten Track', published in 2021, 'The Beaten Track Volume 2' is a second selection of the best colour photography from 1970-1985. More than 280 high quality images illustrate an assortment of traction types, very few of

which can still be seen on the main line, many at railway locations that have long since disappeared or have changed out of all recognition. All the photographs are accompanied by extensive captions, containing considerable historical and anecdotal information relating to the lines, stations and trains depicted.

## PYEWIPE PUBLICATIONS

- PYE32** Railways of NE Lincolnshire- Part 3 £18.95  
**PYE33** Railways of NE Lincolnshire- Part 4 £19.95  
**PYE35** Railways of NE Lincolnshire- Part 5 £19.95

## PYNOT PUBLISHING

- PYP68** British Rail Around Derbyshire Peak District £9.95

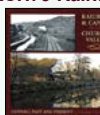
## QUAIL MAP COMPANY

### Railway Track Diagrams

- QM714** ...1 Scotland & Isle of Man 7th Edition £14.95  
**QM713** ...2 Eastern 5th Edition £15.95

## RCHS

- RCH73** Railways & Canals in Churnet Valley £19.99



This book is about transport, past and present, in Staffordshire's picturesque Churnet Valley. It focuses on Consall, which was once located in such a remote part of the valley that it was only accessible on foot, by canal or by railway. Many years ago, it was a hive of industry but nowadays the canal and the preserved Churnet Valley Railway are used entirely for pleasure. A focal point in the vicinity of the present day Consall station is the Black Lion public house which for many years could only get its beer delivered by train. All three authors -The Knotty Ramblers - are members of the North Staffordshire Railway Study Group, which was formed in 1995 to bring together people with an interest in the former North Staffordshire Railway (NSR), with the objective of increasing the knowledge of the railway company and its role within the community it once served.

- RCH70** Built in Britain- Ind Loco Manufacturing £30.00  
**RCH69** Steam on Sirhowy Tramroad & its Neighbours £25.00

## RCTS

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

## SHIRE PUBLICATIONS LTD

- S2505** London's Railway Stations £8.99

## SILVER LINK

- S4566** 50 Years of Railways Around Bristol £25.00  
**S4556** A Gloucs Warwickshire Rly Journey £25.00  
**S4595** A Lament for a Branch Line £30.00  
**S4568** Bluebell Rly 60th Anniversary £8.00  
**S4585** British Steam in Colour 1957 to 1975- A Personal Journey £25.00

## Last Days of BR Steam in Wessex

- S4577** ...Southern Region £8.00  
**S4576** ...Western Region £8.00



**Llangollen Railway**

- S4571 ...Country Walks from our Stations £8.99  
 S4550 ...Visitor Guide £8.99

**Locomotive Recollections**

- S4588 ...118 Western Champion £10.00  
 S4573 ...120 No 7903 Foremarke Hall £8.00  
 S4589 ...117 6233 Duchess of Sutherland £10.00  
 S4599 ...127 Ireland's General Motors Diesel-Electrics £11.00

- S4545 Model Railways Explained  
 (Beyond the Beginning) £20.00

- S4572 More Memories of a Didcot Steam Apprentice-  
 Home & Work Diary of a Fitter's Mate '60-66 £30.00

- S4555 One Young Lad's Later Trainspotting  
 Days with a Camera 1961-1964 £25.00

- S4557 Passengers Once More Scotland £20.00  
 S4598 Rails Through the Forest

- Severn & Wye Railway 2nd Edition £17.99  
 S4590 Railwaymen of the Welsh Valleys Vol 2 £35.00

**Railways & Recollections**

- S4523 ...82 The Dartmouth Steam Railway £8.00  
 S4525 ...88 1968 The End of BR Steam £8.00

- S4575 ...113 Stately Trains £10.00  
 S4594 ...128 Midland Mainline in London '74-80 £11.00

- S4547 Steam Reminiscences - Southern £25.00  
 S4608 Stratford Depot Locomotives

- in the Eighties & Nineties £30.00  
 S5301 North York Moors Railway P&P V5 H/B £35.00

- S5302 North York Moors Railway P&P V5 S/B £20.00  
 S4569 Steam Engines of WWII in Europe-

- German Kriegsdampflokomotiven & the British  
 & American War Engines £40.00

- S4603 Young Rly Photographer of the Year '22 £45.00

**STEAM IMAGE**

- SI288 The Wigan Sheds- Volume 3  
 Lower Ince Motive Mower Depot £22.50

**STENLAKE PUBLISHING**

- ST926 Classic Diesel Years Perth to Inverness £11.95  
 ST927 Clwyd's Lost Railways £11.95

- ST902 Tribute to the Western Region Hydraulics £11.95

**STRATHWOOD**

- SW02X Edward Thompson Wartime CME £34.95  
 SW096 Last Years of the Class 50s 1980-1994 £22.95

- SW067 Southern Electrics Scrapbook Vol 1 £34.95  
 SW028 Southern Electrics Scrapbook Vol 2 £34.95

**Steam's Lament**

- SW024 ... Bulleid's Light Pacifics £35.95  
 SW026 ...4-6-0s on the Southern Region £34.95

- SW025 ...Bulleid's Merchant Navy, Q1,  
 Leader & Other Works £35.95

- SW031 ...Stanier & Ivatt Pacifics £27.95  
 SW008 Woodhead Lament 1948-1981 £39.95

**SWISS RAILWAY SOCIETY**

- SRS86 Swiss Steam Locomotives from 1900 £35.00  
 SRS88 Swiss Travel Guides 1-

- Bern and the Bernese Overland £7.00



This guide to Bern and the Bernese Oberland is an updated version of Volume 1 in the Swiss Railway Society's popular series of A5-format regional Travel Guides to Switzerland. The last edition of this volume appeared in 2019 and the opportunity has been taken to update the text to reflect the changes that have taken place in the area's transport provision in the intervening period, including

the introduction of the new tricable gondola between Grindelwald and Eigergletscher, the momentous Eiger Express project. The photographic selection has also been substantially refreshed and, whilst the series is designed to appeal to the transport enthusiast, it also includes much to interest the general visitor wishing to explore this popular holiday area.

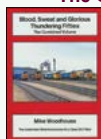
- SRS84 Swiss Travel Guides 7-  
 Zürich and North-East Switzerland £7.00

**THAMES & HUDSON**

- TH167 Railways: A History in Drawings £50.00

**the fifty fund**

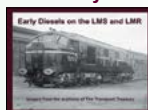
- FF692 Blood, Sweat and Glorious Thundering Fifties-  
 The Combined Volume £22.95



Mike Woodhouse has spent nearly forty years working on the railway as a locomotive fitter. His career on the Western Region of British Railways spans an era of great change in locomotive types; from steam, to diesels with mechanical, hydraulic, and electric transmissions. Mike has always been fond of the class 50 diesel electric built at Newton-le-Willows by the English Electric Company in the late 1960s, and these are his stories of working with these fascinating machines. Some of this collection first aired in the long sold out publications, Blood Sweat and Fifties, Thundering Fifties and Glorious Fifties. However, for this combined publication, Mike has rewritten parts of those original tales, adding detail and bringing them up to date. He has also penned further stories from his long involvement with the class.

**TRANSPORT TREASURY PUBLISHING**

- TTM12 Early Diesels on the LMS and LMR £13.50



The LMS were the true pioneers of diesel traction on Britain's railways, both for shunting and main line purposes. Here examples of examples of locomotives from the

earliest times on are depicted including much more information on the unique 'Fell' design.

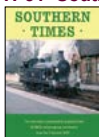
- TTM23 LMS Steam in the 1930s-

- The George Barlow Collection £13.50



Biographical notes on George's life as a driver and later Operating Manager on the Romney, Hythe and Dymchurch line are contained within the text, suffice to say it was some years before this, from 1933 onwards, that George was first recording the railway scene on film and in particular the contemporary LMS scene. Here he was able to record a time when the products of pre-grouping days were still dominant although the arrival of a certain Mr Stanier was starting to be seen. Witness then everything from LNWR survivors and Midland stalwarts varying in size from crane-tank to a Beyer-Garrat and progressing through the first Stanier tank engines to the Black 5, Princess and streamlined Coronation classes. What makes this collection so remarkable is that it is not restricted to loco only portraits, as George was adept at moving train shots as well.

- TTP30 Britain's Railways in Unseen Black and White:**  
Vol 1: The RE Vincent collection £14.95
- TTP16 British Rlys Modernisation-Era DMU's** £14.50
- TTP17 'Cornwall' Transition from Steam-**  
The RC Riley Archive Vol 6 £14.50
- TTM07 Dick Riley: West from Paddington** £12.50
- TTM11 Forgotten Steam Photo'd by Nick Nicolson** £16.50
- TTP12 Isle of Wight Railway Art** £14.50
- TTP22 Lost Diesels, Lost Lines** £14.95
- TTP23 Midland Archive Volume 1** £14.50
- TTM16 Rails Around Ireland-**  
A Journey in Pictures £13.50
- TTM09 Rails Around Wycombe & the Chilterns** £12.50
- TTP13 Travels of a Yorkshire Photographer** £14.50
- TTP15 Railways Around London** £14.50
- TTP38 Railways Around Manchester** £14.95
- TTM20 Railways in Cumbria- Fifties & Sixties** £13.50
- TTP27 Southern Times - Issue 1 Spring 2022** £12.50
- TTP31 Southern Times - Issue 2 Summer 2022** £12.50



The positive reader response to the first issue in this new series was far greater than we had ever dared hope and we are proud to present a further offering in this ongoing series. Included in Issue 2 is the history and development of smoke deflectors on the Light Pacifics, the first part of an article on the Deptford Harbour branch, a pre-Sevenoaks record of a derailment of a 'River' class engine, colour from S C Townroe, and lots, lots more.

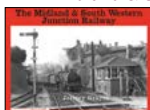
- TTP34 Southern Times - Issue 3 Autumn 2022** £12.50



Issue 3 of Southern Times is another feast for students of the BR(S), SR, and the constituent companies. Included is the demise of the 'Lord Nelson' class, two sections of line looked at in detail, 'Deptford Wharf Part 2' and 'Horsham to Guildford

Part 1', another locomotive history, this time the Adams 'A12' type, the riding trials with the 'River' class, signal boxes, colour from S C Townroe, more allocations, some electrics, abnormal load movement and so on. In fact a veritable feast to read on a cold (or hot) day.

- TTP18 Southern to the Coast** £14.50
- TTP03 Steam at Swindon RC Riley Archive 5** £14.50
- TTM02 Steam in South Africa-**  
A Photographic Odyssey £16.50
- TTM13 Steam in the Portuguese Colonies** £16.50
- TTP24 Steam on the Great Eastern,**  
Norfolk and Suffolk £14.50
- TTM05 Steam on the Narrow Gauge & Ind Lines**  
in Austria- Photo'd by Peter Gray £12.50
- TTP10 Bulleid Merchant Navy**  
Class Original & Rebuilt £14.50
- TTM04 Final Decade- 1960s Steam Railway** £12.50
- TTM15 LMS Jubilee Class in Scotland 1935-62** £12.50
- TTM14 LNER Class D49s Hunts & Shires** £13.50
- TTM27 Midland & Southern Western Junction Rly** £13.50



Known locally as the 'Tiddly-Dyke' or the 'Milky Way', the latter soubriquet due to the volume of that dairy commodity carried by the line, this long cross country route linking the

Midlands via Cheltenham with the South Coast at Southampton via Andover closed over 60 years ago and this volume attempts to capture some of the flavour of

the old line. It was always a thorn in the side of the GWR through whose territory it ran audaciously daring to serve the heartland of the company at Swindon. Passing neither to the LMS nor the Southern at the Grouping, as one might have expected given the railway's title, the line became part of the GWR empire and it was to be the Western Region of British Railways that oversaw the run down and eventual closure to passengers in September 1961. Perhaps not as well loved as similar north to south routes nevertheless has a considerable following which has been reflected in the number of books about the line published since its closure.

- TTP14 Steam Railway Eastern Scotland** £14.50
- TTP20 Traction Times- A Second Selection** £14.50
- TTP19 Western Times - Issue 1 Summer 2021** £12.50
- TTP26 Western Times - Issue 3 Spring 2022** £12.50
- TTP28 Western Times - Issue 4 Summer 2022** £12.50

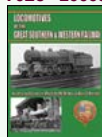


Included in this issue for Summer 2022 is an eclectic selection of articles featuring the old, the not so old (and to us) the modern. We start with a detailed look at Dulverton by the expert on the area Freddie Huxtable. This is followed by the slightly older with Part 2 of Dean Singles and some pre-group coaching stock. More up to date is 'The end of Monarchy' – if you do not quite understand the title, it will be immediately obvious on looking at the issue. Not to be forgotten is a slightly tongue in cheek continuation of our series on 'Modernising the Western' but going back to 1915. We also have pieces on signalling, 'Maud', an MSWJ favourite and of course our regulars including a book review and 'Modern Traction'.

- TTP21 Western to the Coast** £14.95

## TURNTABLE PUBLISHING

- TT028 Locos of the Great Southern & Western Rly** £40.00



The motive power fleet of the largest pre-1925 railway company to operate on the island of Ireland has never before been comprehensively surveyed. This work consists of 284 pages with four colour illustrations, 195 black-and-white photographs, 81 line drawings, 34 diagrams, and five maps and plans. Dimensional information is provided on all locomotives owned by the GSWR from inception in 1845 until the 1924/ 5 Amalgamation. Similar information is included on the fleets of the companies taken over between 1866 and 1901. This book is the result of a research project started in 2011 and has involved exhaustive investigation of original records in Ireland and Britain. This is a limited edition that covers an important era in Irish transport history.

- TT100 Somerset & Dorset Demise- 55 Years** £18.50
- TT101 South American Railways in the 1960s** £24.50

## UNICORN PUBLISHING GROUP

- UP179 Bob Reid Railway Revolution** £25.00

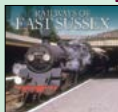
## UNIQUE PUBLISHING SERVICES LTD

- UQE05 Rails Across the Isle of Man in the 1950s** £9.99
- UQE07 Rails Across N York Moors- Post War Years** £9.99
- UQE04 Withered Arm- Southern Lines to the Far West** £9.99



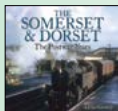
**UQE11 British Railway Stations Since 1901 -  
An Essential Gazetteer £19.99**


Over the past 120 years more than 9,000 stations have offered a passenger service within Great Britain. Many of these are still operational – indeed new stations have opened in recent years and more are planned with the possible reopening of lines long closed – but many are now part of history. There is an undoubted fascination in the history of stations and this new handbook provides a guide to each station that has existed since 1901 to the present day. The book is split into two alphabetical sections: those stations that became (or would have become) a part of the structure of post-grouping railways and subsequently within the scope of British Railways, and those that were on independent lines. Within the book each of the stations noted has been categorised and colour-coded as closed, open as part of the National Rail system, preserved, in use as tram stops or as part of the London Underground system.

**UQE09 Railways of East Sussex 1948 - 1968 £10.99**


Dominated by the lines inherited by the Southern Railway from the London, Brighton & South Coast Railway combined with those of the South East & Chatham and Kent & East Sussex

railways, there was an intricate network of lines that served the area of Sussex to the east of the London to Brighton main line. In the immediate post-war years and the first decade of British Railways, and this network was to remain largely intact. By the end of the 1950s the first closures were threatened and, by the time of the Beeching report of 1963 the first lines in the area had closed – albeit not without considerable controversy. Although the major destinations – Newhaven, Eastbourne and Hastings – remain open, many of the secondary routes have now closed. Fortunately, preservation has seen some of these lost lines survive to remind visitors of the county's railway heritage. Featuring some 60 rare or unseen images, *Railways of Sussex: 1948-1968* portrays the railways of the region in a period of change.

**UQE10 Somerset & Dorset - Postwar Years £10.99**


Prior to Nationalisation in 1948, the line had been jointly owned by the LMS and Southern railways - however the unification of the railway industry allied to the economic realities of the 1950s

brought new challenges to the line. The first passenger services to be withdrawn – the branches from Glastonbury to Wells and from Edington to Bridgwater – succumbed in the early 1950s, but the main line, with its interregional services such as the famous 'Pines Express', continued to operate until the middle of the next decade. Its fate was, however, sealed by control of much of the line being transferred from the Southern to the Western Region and by its proposed closure in the Beeching Report of March 1963. With traffic diverted away, the last through passenger services operated in March 1966. This book portrays the operation of the line over its last two decades.

**WILLOWHERB PUBLISHING**

WH787 Bradford Rlys in Colour V3: L&YR & GNR £19.95

WH786 Great Northern Outposts V3: Faded Glory £19.95

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

A0028 Britain's Road Tunnels £14.99

A1150 Classic Post-War British Fire Engines £15.99



In 1973 there were approximately 150 Fire Brigades protecting the United Kingdom – all with their own ideas on how to design and specify fire engines. However, local government reorganisation the following year was about to change that. This book

is a unique photographic record by distinguished fire engine photographers John Toomey, who came especially from New York, and Andrew Henry. It documents the amazing diversity of British post-war fire engines. Captions and an expert commentary are provided by the highly respected Fire Brigade author and historian Ron Henderson.

A9924 Highways to Highlands from  
Old Way to New Ways £15.99

**EMPRESS COACHES**

EMP92 Minicab! The true story of Michael  
Gotia and the Welbeck £22.00

**HISTORY PRESS**

H9491 Touring Caravan Story- Century of Towing £12.99

H9718 Vanlifers: Beautiful Conversions  
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**MALVERN HOUSE PUBLICATIONS**

MXH36 A Land Rover Album Second Edition £5.95

MH175 Made in Belgium £5.95

**PEN & SWORD**

P9245 Recreational Vehicles- 1872-1939 £30.00

P0681 History of London Underground Map £20.00



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

**ROGER BAILEY PROMOTIONS**

RB510 English Dinky Bus & Coach £25.00

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## CARS &amp; MOTORING

## AMBERLEY PUBLISHING

A0093	Austin & Rover Metro- The Full Story	£15.99
A0981	BMW Mini	£15.99
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A1172	North Eastern Motorsport- A Century of Memories	£15.99
A0668	Porsche 928	£15.99
A0121	Rover R8	£15.99
A0484	Silverstone and Formula 1	£15.99
A0352	What's on the Grille? Car Badges & Marques	£15.99

## CROWOOD PRESS LTD

CW051 Austin-Healey Sprite- Complete Story £30.00



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

CW071	British Ford Cars of the 1960s & 1970s	£29.95
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MH160	Isotta Fraschini, Itala, Innocenti, Iso etc	£5.95
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MH167	Voisin Album	£5.95

## PEN &amp; SWORD

P4823	British Leyland From Triumph to Tragedy	£25.00
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P4911	Classic Car Gallery- A Journey Through Motoring History	£25.00

## SHIRE PUBLICATIONS LTD

## SH491 Electric Cars

£8.99

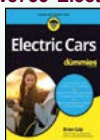


An essential introduction to the surprisingly long history of the electric car, from the early pioneers, through to the first commercially viable marques such as Tesla. After a century in the shadow of the internal combustion engine, the electric motor is making a seismic comeback. Battery-propelled vehicles in fact predate petrol and diesel engines; indeed, in the Edwardian era, electric vehicles could well have become the dominant form of transport. While limitations to their range and speed meant that fossil-fuelled cars rapidly left them behind, since the 1970s there have been several efforts to revive electric cars, and with recent carbon emissions commitments, offerings such as the Tesla Model 3 and Nissan Leaf have been well received. This fully illustrated introduction explains these developments, charting the most notable electric cars, from the eccentric Amitron and Zagato Zele to the now-mainstream models that are set to dominate the market, such as the BMW i3 and Renault Zoe.

## WILEY

## W8735 Electric Cars for Dummies

£17.99

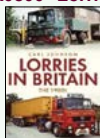


With falling cost of ownership, expanded incentives for purchasing, and more model and body type options than ever, it may finally be time to retire the old gas-guzzler and dive into the world of electric car ownership. This book is your guide to becoming lightning powered, reducing your carbon footprint, and saving money on gas while you do it. This book teaches you how to select the battery-charged vehicle that fits your need and budget. It also offers insight into how to maintain your electric car, including answering all your questions about charging your vehicle, how to calculate the total cost of ownership and prep your home to become one huge charger. This is the perfect book for new and would-be electric car owners looking for guidance on buying and maintaining one of these super sleek machines.

## COMMERCIAL VEHICLES

## AMBERLEY PUBLISHING

A0504	Commercial Vehicles Built Before 1960	£15.99
A0072	ERF Lorries	£15.99
A0800	Lorries in Britain: The 1980s	£15.99



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

- A0076** Scrapped and Disused Lorries £15.99  
**A9850** Steam Lorries £8.99  
**A0078** Tankers on British Roads £15.99  
**A0742** London to Brighton Historic Vehicle Run: 1971-1995 £15.99

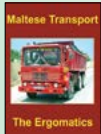


The London-Brighton Historic Commercial Vehicle run is one of the premier events in the calendar for preserved commercial vehicle owners and enthusiasts alike. First held in 1962, this annual event has continued to feature every year since. Until 2019 it was traditionally held on the first Sunday in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

- A9970** Trucks in Camera Bedford £15.99

## MALTA BUS PUBLISHING

- MBP03** Maltese Transport- The Ergomatics £20.00



The first publication in the Maltese Transport series takes a mainly photographic look at Ergo-cabbed lorries in Malta & Gozo. Inside the perfect bound cover are 176 pages showing over 320 images of Ergos that remained remarkably original, and many more carrying earlier or later front panels. Where possibly we have included details of when an Ergo arrived in Malta and what its UK registration was, and conclude with a look at operators that had more than one Ergo.

## MALVERN HOUSE PUBLICATIONS

- MH176** Mobile Sales Vehicles £5.95  
**MH162** Morris-Commercial Austin BMC Leyland Album £5.95  
**MH181** Shelvoke Album & Other Municipals £5.95

## PHIL SPOSITO

- PSP01** Lorries 1970-2000: From a Driver's Camera £14.00

## SILVER LINK

- S4583** Recollections East Midlands for the 1950s to the 1990s £8.00

## MAGAZINES

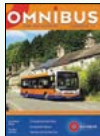
### TROLLEYBUS CURRENT

- Trolleybus Current**  
**TC028** ...in Retrospect No 28 Winter 2021/2022 £5.00  
**TC029** ...in Retrospect No 29 Spring 2022 £5.00  
**TC030** ...in Retrospect No 30 Summer 2022 £5.00

### OMNIBUS SOCIETY

- OS558** Omnibus Magazine 558 £4.50  
**OS559** Omnibus Magazine 559 £4.50  
**OS560** Omnibus Magazine 560 £4.50  
**OS561** Omnibus Magazine 561 £4.50

- OS562** Omnibus Magazine 562 £4.50



Edited by Cyril McIntyre, this edition for August and September 2022 covers all the usual bases for anyone interested in the bus industry. There is, as normal, your letters, a look at the archive and some important dates for the diary for the year going forward. Inside this issue, David Jenkins reports on a London meeting look at the impact of Covid on Cuckmere Buses and David Grimmatt reports on his progress of his research project in 'The OS Bursary Scheme in Action'. The notice of the AGM is also included inside along with a document detailing the agenda and financial breakdown. This 48 page magazine is fully illustrated with full colour photographs as well as some older black & white pictures.

- OS563** Omnibus Magazine 563 £4.50



Edited by Cyril McIntyre, this edition for October and November 2022 covers all the usual bases for anyone interested in the bus industry. There is, as normal, your letters, a look at the archive and some important dates for the diary for the year going forward. Inside this issue, Geoff Lusher reports on the transport operations for the athletes, staff and spectators at the recent Commonwealth Games in Birmingham and Malcolm Cowtan presents his photo feature on 'The Snowden Sherpa'. Tom Hamilton reports on his recent outing touring the borders with the Scottish Branch and Roger Davies takes a look at USA Trolleybuses. This 48 page magazine is fully illustrated with full colour photographs as well as some older black & white pictures.

## STTS

- STT72** Scottish Transport Magazine 72 2020 £7.50  
**STT73** Scottish Transport Magazine 73 2021 £7.50  
**STT74** Scottish Transport Magazine 74 2022 £7.50



In this year's edition of the Scottish Transport Magazine, for 2022, editor Frank Mitchell compiles an interesting range of articles. Articles include; By Single-Decker to the Roman Wall; Glasgow 60 Years Ago; Electric Buses in Glasgow; A life in Glasgow Tramways; 'The Fifies'- Dundee Ferries; and Third Hand Trams.

## CALENDARS

### MODELSTONE BUS CLUB

- IOM23** Isle of Man Transport Calendar 2023 £9.00



This, month to view, calendar was brand new for 2020 and is back by popular demand. It features a variety of vehicles in action across the island. You will see trams and buses set against the beautiful backdrop of the Isle of Man with its rugged coastline and rural landscape. Like its Maltese counterpart, this calendar has 12 pages is spiral bound and comes in at just larger than A4 size.

## PLATFORM 5 PUBLISHING

### RPM23 Modern Traction Calendar 2023 £9.00



This calendar illustrates a variety of diesel and electric locomotives, most of which are captured at work on the main line. Heritage classes are featured as well as the very latest modern subjects. Includes scenes from all around the country. Every month is presented in one-month-per-page format and shows a single large colour image on the page. Days of the week are printed next to each day, with Sundays highlighted and all UK public holidays clearly shown. There is reserved space for notes to be added every day of the year.

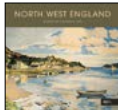
### RPS23 Steam Traction Calendar 2023 £9.00



This calendar includes a mixture of steam locomotive images taken both on the main line and at heritage railways up and down the country. Narrow gauge and standard gauge subjects are both featured including many atmospheric images. Every month is presented in one-month-per-page format and shows a single large colour image on the page. Days of the week are printed next to each day, with Sundays highlighted and all UK public holidays clearly shown.

## RAILWAY MUSEUM

### RMN23 North West Eng Poster Art Calendar 2023 £10.00



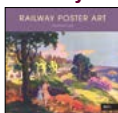
The North West England Poster Art calendar for 2023 showcases a timeless collection of images taken from the National Railway Museum's artwork archive. Step back in time each month with a nostalgic poster from the heyday of railway travel, depicting famous scenes from around North West England. Sold in support of the National Railway Museum.

### RMA23 Railway Poster Art Calendar 2023 [Slim] £7.00



The Railway Poster Art slim calendar for 2023 showcases a timeless collection of images taken from the National Railway Museum's artwork archive. Step back in time each month with a nostalgic poster from the heyday of railway travel, depicting famous scenes from around the country. Sold in support of the National Railway Museum.

### RMP23 Rly Poster Art Calendar 2023 [Square] £11.00



The Railway Poster Art calendar for 2023 showcases a timeless collection of images taken from the National Railway Museum's artwork archive. Step back in time each month with a nostalgic poster from the heyday of railway travel, depicting famous scenes from around the country. Sold in support of the National Railway Museum.

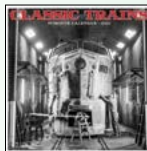
### RMV23 Vintage Railway Posters Calendar 2023 £7.00



The Vintage Railway Posters A4 calendar for 2023 showcases a timeless collection of images taken from the National Railway Museum's artwork archive. Step back in time each month with a nostalgic poster from the heyday of railway travel, depicting famous scenes from around the country. Sold in support of the National Railway Museum.

## WILLOWCREEK PRESS

### WCT23 Classic Trains 2023 Wall Calendar £13.00



These twelve classic black and white photographs from 1905 through 1938 picture the sunset of the locomotive steam age and the dawn of streamlined diesel and electric trains. All aboard for a sentimental journey down the tracks of time.

Printed with soy-based inks on FSC certified paper, this wall calendar features large monthly grids that offer ample room for jotting notes, along with six bonus months of July through December of 2022. Also includes moon phases (CST), standard U.S. and international holidays.

Last date for posting items by Royal Mail for Christmas is Monday 19th December.

Last date for posting items by DPD for Christmas is Thursday 22nd December.

Please get your orders in early to avoid any delays in you receiving your books.



## AIRCRAFT

## AIR WORLD

- P9746 The High Peak Dambusters-Sergeant Jack Marriot DFM £25.00

## AMBERLEY PUBLISHING

- A9316 Air Atlantique £15.99  
A9866 ANG in the 1980s £15.99  
A9848 Dorset Aviation Through Time £14.99  
A6600 RAF Training Command- A History £15.99  
A9810 The Buccaneer £15.99  
A9804 The Nimrod £14.99

## CRECY

- CR999 Air Traffic Control Handbook 11th Ed £18.95  
CR948 Boulton Paul 1917-1961 £27.95  
CR942 British Aircraft Industry: Triumphs & Tragedies since 1909 £27.95  
CR143 Civil Aircraft Markings 2022 £12.95  
CR758 Dornier Do 217 £35.00  
CR142 Military Aircraft Markings 2022 £12.95  
CR971 The Merlin Engine Spitfires Handbook £8.99  
CR138 Wrecks & Relics 28th Edition £19.95



Now remarkably in its 28th edition, ever since it was first published in the 1960s every edition of *Wrecks & Relics* has been eagerly sought after by aviation enthusiasts, restorers and curators alike. It is renowned as the go-to source charting the highlights,

changes and trends in the preservation of the aviation heritage of the British Isles. With in-depth coverage of more than 700 locations across the UK and Ireland, it charts over 5,000 aircraft including their potted histories, build and arrival dates. *Wrecks & Relics* is the only publication required to discover the incredible aeronautical treasures found across the United Kingdom and in Ireland. It provides a trusted, comprehensive rundown of museums and their exhibits - static or flying - workshops, military 'gate guardians', stored and instructional airframes. It also reveals redundant airframes being used for the most unlikely of purposes, including for 'glamping' and at paint-ball sites.

## HISTORY PRESS

- H7012 Telling Aircraft Tails: A History of Britain's Airlines in 40 Aircraft £30.00



The registration letters painted on an aircraft's tail are like its number plate: they can reveal the story of an individual aircraft and its different roles during its working life. Inspired by this novel way

of looking at aviation history, Guy Halford-MacLeod follows the chequered and multi-faceted careers of forty different airliners to present a compelling insight into the wider story of British aviation: larger-than-life characters, politics, the aircraft manufacturers, the state-owned corporations, the independent airlines, some unwilling buyers, a lot of coercion, big financial losses, cheap holiday charters and, inevitably, going bust - the full story of Britain's airlines and the aircraft they used. This book delves into the tales of a fascinating selection of aircraft, including many of Britain's finest airliners.

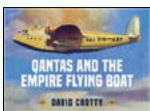
## KEY PUBLISHING

- KE069 Air-to-Air Refuelling Aircraft £15.99  
K7089 Boeing 707- Boeing First Jetliner £15.99  
K2036 British Midland Airways £15.99



*British Midland Airways* existed under different identities for over 70 years, during which time it grew from a flying training school into a scheduled transatlantic airline. With the prime routes dominated by British Airways and its predecessors, it had to diversify, and one product of this was its 'instant-airline' concept, which saw its Boeing 707 aircraft flying in the liveries of many African and Middle Eastern companies. In 2011, after a number of years of financial losses, the carrier was absorbed into British Airways. With over 140 images, this book charts the rise and fall of British Midland Airways.

- KE012 Lynx- The Final Year in French Service £14.99  
K7037 Quantas & The Empire Flying Boat £17.99



Between 1938 and 1948, Qantas Short Empire flying boats navigated a dramatic and dangerous period for commercial aviation. They flew the Singapore-Sydney section of

the pre-war Imperial Airways UK-Australia air route, introducing a new level of luxury travel to the route. However, the outbreak of war cut short this brief glamorous time and brought the Qantas boats increasingly onto the front line. Containing over 160 stunning illustrations, many previously unpublished, this book details the history of the Empire flying boats as they went from luxurious carriers to military service in roles that included the resupply and evacuation of Allied military forces.

- KE062 Soviet-Era Airliners- The Final Decades £15.99  
KE060 US Dept of Homeland Security Aviation £15.99

## PEN &amp; SWORD

- P7406 Airbus A380 £16.99  
P6002 Boeing 747- The Original Jumbo Jet £16.99  
P5878 Britannia Airways- World's Largest Holiday Airline £30.00  
P1204 Confessions of an Airline Pilot- Why Planes Crash £25.00  
P5218 RAF in Camera: 100 Years on Display £50.00



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

- P0564 Men Who Flew the Eng Electric Lightning £25.00

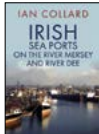
## STENLAKE PUBLISHING

- ST905 Wings over India £11.95

## SHIPPING & MARITIME

### AMBERLEY PUBLISHING

#### A1075 Irish Sea Ports on the River Mersey & Dee £15.99



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

#### A0806 Italian Liners of the 1960s- Costanzi Quartet £15.99

#### A0394 P & O Ferries £15.99

#### A0948 Stena Line £15.99



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

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

### BERNARD MCCALL

#### BM706 Isle of Man Steam Packet Heyday £19.95

#### BM705 Sietas and its Ships Part 2 £19.50

### CROWOOD PRESS LTD

#### CW019 Birmingham Canal Navigations- A History £18.99

### FERRY PUBLICATIONS

#### F9869 Chatham Steamers- £12.95

#### Paddle Steamers of London £19.50

#### F6857 Dun Laoghaire Holyhead 1826-2015 2nd Ed £19.75

#### F6852 Ferries 2022 £19.95

#### F6844 Ferries of Corsica, Sardinia and Elba £19.75

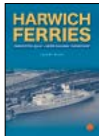
#### F6858 Ferries of Croatia, Montenegro & Yugoslavia £22.00

#### F6847 From the Clyde to St Kilda- £22.00

#### The Ships and Services of Martin

#### F6851 Harwich Ferries - Parkeston Quay £22.95

#### Under Railway Ownership



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.

#### F7786 Lifeboats of the Isle of Man

£18.95



The Isle of Man is a key location for the operations of the Royal National Lifeboat Institution (RNLI), which maintains no fewer than five lifeboats around the Manx coastline. These lifeboats cover not only the seas around the island, but also the neighbouring coastlines of England, Scotland, Wales and Ireland. The stories of the Manx lifeboat stations are interwoven with the history of the RNLI, as the charity's founder, Sir William Hillary, was resident in the Manx capital Douglas when he first proposed the founding of a national sea rescue organisation. This comprehensive history covers each of the island's lifeboat stations from their opening up to their current operations, as well as recounting the exploits of Sir William.

#### F6854 Mary Jane & the Marquis- Steamship

Communication to Stornoway 1819-1855 £12.99

#### F6856 North Sea Ferries Remembered 1965-2021 £18.95

#### F6862 Remembering Olau £18.95



Olau Line was founded in 1956 by the Danish businessman Ole Lauritzen. Originally the company concentrated on chartering tankers and cargo ships to other shipping companies, but in 1974 they started a ferry services between

Sheerness to Vlissingen using the Olau Kent and Olau Finn. In 1979 Ole Lauritzen was forced to sell 50% interest in Olau Line to the Germany-based company TT-Line. The following year, TT-Line took full control of the operation and they decided to invest in new, large state-of-the-art cruise ferries for the operation. The new ships were delivered in 1981 and 1982, some eight years later both ships were replaced by larger tonnage. Due to high operating costs and problems with the German seaman's unions over crewing, they closed the route in May 1994. This book looks back the history of the Olau Line over 20 years and the aftermath of closure when various parties tried to continue the operations but failed with the lack of long-term investment and suitable tonnage.

#### F6850 Remembering the Pride of Free Enterprise-

The Last of the Spirits £12.95

#### F6838 Sealink 50 £16.95

#### F6860 Spirit of Adventure and Spirit of Discovery-

From Dream to Reality £21.50

#### F6861 Stena Line 60 £22.50

#### F6842 Stena Line Irish Sea- Innovations &

Flexibility the key to Success £21.50

#### F6845 Stena Line- The Fleet £16.95

#### F6863 The Ferry Log into the Next Millennium £22.50

#### F6853 Sally Saga - Rise & Fall of a Shipping Co £22.50

#### F6855 The Seatruck Story £18.95

#### F6853 To Sea for Science £18.95

#### F6840 Train Ferries of Europe £35.00

#### F6849 Train Ferries of Europe & Worldwide Fleet List

From 1850- Present Day £18.00

#### F6841 Train Ferries of the

Americas, Asia & Africa £25.00

### LAINSON PUBLISHING

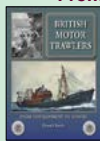
#### L6375 Brittany Ferries-

From a Cause to a Brand 1973-2005 £22.95



**LIGHTMOOR PRESS**

- BD930 British Motor Trawlers-  
From Development to Demise £50.00**



The British Fishing Industry is steeped in tradition, superstition, and to some extent, suspicion and this made it slow to embrace change of any kind. The move from sail to steam was a prime example of this reticence and was it not for the foresight of a few

forward-thinking owners, it would have taken even longer. The industry's next move from steam to motor was yet another classic example of this adversity to change but, gradually the advantages and reliability of the internal combustion engine saw it replace both sail and steam within our fishing fleets. Also, as with steam, the motor-powered side trawler reached its peak as well as its demise within one person's life span. This shows the development of motor power from its initial installation in sailing smacks to the early petrol/ paraffin motors and later heavy oil engines and finally the powerful marine diesels and diesel-electric drives of the 1960s.

- BD928 Tin Boats of the RAF Marine Branch £19.99**

**MAINLINE & MARITIME**

- MM707 Irish Sea Vehicle Ferries- First 80 Years £19.95**  
**MM094 PS Ryde £14.95**  
**MM097 Teignmouth and its Ships £18.95**  
**MM098 Thames Shipping in Colour £21.95**

**OSPREY**

- OSP92 Hitler's Navy Kriegsmarine in World War II £30.00**

**PEN & SWORD**

- P8600 Key Figures Aboard RMS Titanic £20.00**  
**P9287 Maritime London- An Historical Journey in Pictures and Words £30.00**



The book looks at London's maritime history from the establishment of Roman Londinium to the present day. It discusses many different aspects of life on the Thames and its connecting waterways and canals. There was a time when the River

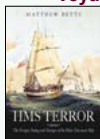
Thames was the main highway for the city, when watermen plied their trade carrying passengers and goods in a wide variety of craft, ranging from rowing boats to sailing barges. The Thames was also, for many centuries, a major ship building centre, and the story includes the construction of some iconic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

- P1840 Shipping on the Thames & the Port of London During the 1940s-80s- A Pictorial History £30.00**  
**P1430 Canal Builders- The Men who Constructed Britain's Canals £14.99**  
**P9241 Development of Crude Oil Tankers- A Historical Miscellany £30.00**

- P0949 The Royal Navy in Action- Art from Dreadnaught to Vengeance £30.00**  
**P9716 Why the Titanic was Doomed £20.00**

**SEAFORTH PUBLISHING**

- P7729 Battleship Duke of York- An Anatomy from Building to Breaking £45.00**  
**P8313 HMS Terror- The Design, Fitting and Voyages of the Polar £30.00**

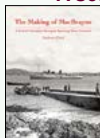


This book documents the history, design, modification, and fitting of *HMS Terror*, one of the world's most successful polar exploration vessels. Part historical narrative and part technical design manual, this book provides, for the first time, a complete account of *Terror's* unique career, as well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

- P9378 Pendant Numbers of the Royal Navy £25.00**  
**P8403 Battlecruiser New Zealand- A Gift to Empire £25.00**  
**P1720 Years of Endurance- Life Aboard the Battlecruiser Tiger 1914-16 £12.99**

**STENLAKE PUBLISHING**

- ST829 Derbyshire's Canals £11.95**  
**ST934 Scotland's Canals and Waterways £11.95**  
**ST897 The Making of MacBrayne- A Scottish Transport Monopoly £75.00**



Author Andrew Clark describes how as a child he became fascinated by David MacBrayne Ltd. Many decades later Andrew decided to explore that history in "greater depth". This book is the result, a weighty tome of 2.36kg. It chronicles the

operational and business history of the transport company founded in 1879 by David MacBrayne, which in its latest incarnation is CalMac Ferries Ltd. The recent declassification of archives, together with digitisation of ships' logs and old newspapers is a treasure trove of information to delve deeper and deeper into, including David MacBrayne's hand-written correspondence from the 1880s. Here was the story of how MacBrayne established his dominance of the west coast shipping market in the late 19th century with his canny operating techniques, only for his son Hope to later take the company to the brink before selling out and more recently the tentacles of government to choke the company's independence.

**Royal Mail are striking throughout November and December so please get your orders in early to avoid any disappointment this Christmas.**



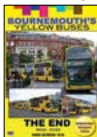
**VI1814 Bournemouth's Preserved Buses 18.00**

In the twenty-first century we are very lucky to have a large number of buses and coaches saved for preservation in the United Kingdom. A substantial selection of bus and coach companies are represented in the growing collections

thanks to the expertise of the people giving up their time and money to preserve the vehicles for generations to come and to give happy memories to the present generation of the buses and coaches from the past. This DVD programme looks at preserved buses from the southern coastal town of Bournemouth, featuring the erstwhile Bournemouth Corporation and Yellow Buses fleets.

**VI1813 Southport Buses- MTT Running Day 2022 18.00**

Independent Transport Videos welcome you to this, our 13th edition featuring the Merseyside Transport Trust's (MTT) annual September Buses Running Day. For the previous 12 editions the locations have been in and around the city of Liverpool, but due to redevelopment of the Pier Head area the event had to be moved to Southport. Motorbuses first ran with Southport Corporation as far back as 1924. The Corporation ran buses in a smart red and cream livery up until local government reorganisation took place on 1st April 1974 when the metropolitan county of Merseyside was formed. The Merseyside Passenger Transport Executive (MPTE) was formed on 1st December 1969 taking over the buses of Liverpool, Birkenhead and Wallasey. In 1974 Southport and St Helens joined the newly created metropolitan county. The 2022 MTT September Running Day reflects the buses that ran in Southport from the MPTE days. As usual the Independent Transport Videos cameras were on hand to record the day's events for you to enjoy.

**VI1812 Bournemouth's Yellow Buses-****The End 1902-2022****18.00**

On Thursday 4th August 2022 the iconic yellow painted buses that have graced the streets of the seaside town of Bournemouth for the past 120 years came to an abrupt end. The bus company that operated as Yellow Buses went into administration on Friday 29th July 2022. On the following Wednesday, 3rd August, the company announced that they would be running a Saturday service over most of their routes, but then the news broke that the buses would cease operating at the close of service on the following day, Thursday 4th August 2022. This DVD programme follows the final days of these buses, filming them for a historic record for the people of Bournemouth and bus enthusiasts that have followed these buses over the years. Independent Transport Videos have filmed a number of programmes over the past twenty-five years featuring the Yellow Buses in Bournemouth, including a review of the buses and services in 2021. Here is the final one.

**VI1811 The 2022 Royal Blue Run 18.00**

The 2022 Royal Blue Run was organised by the Thames Valley & Great Western Omnibus Trust as it has been for the past twenty-one years. The 2022 event combines services run by Royal Blue, Greyhound and Associated Motorways

over routes from the Elliot Bros. and Tourist days. It also celebrates the 90th anniversary of the opening of London's iconic Victoria Coach Station that occurred in March 1922. With this in mind the route this year starts at Victoria Coach Station with the coaches running north to Birmingham on the first day, from Birmingham to Salisbury on the second and from Salisbury to Henley-on-Thames on the third and final day. The Independent Transport Videos cameras were invited to take part in the run and we are pleased to present some of the highlights of this spectacular three-day run.

**VI1810 NorthWestVRT Open & Running Day 2022 18.00**

With the great success of our previous DVD programmes filmed at this excellent event, our cameras have returned to record the event again in 2022. The Annual Running & Open Day is organised by the North West Vehicle Restoration

Trust and was postponed in recent years due to the worldwide coronavirus pandemic. As usual this event is centred on the Trust's premises on the Kirkby Industrial Estate near Liverpool, Merseyside. As always we start our filming early in the morning as the vehicles are positioned and the visiting vehicles arrive for the day's action. There is always a large variety of buses and coaches for you to see and enjoy. This year is no exception - companies represented include local independents, SELNEC/GMT, Crosville, Midland Red, MPTE, Merseybus, Liverpool Corporation, Wallasey Corporation, Birkenhead Corporation, St Helens Corporation, and Widnes Corporation as well as Ribble, Arriva, Stagecoach and many, many more.

**VI1806 Buses in Dorset****Contemporary & Preserved 2017-2021 18.00**

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

**North East Buses 2021****VI1809 ...3- Darlington, Middlesbrough, Stockton, Hartlepool, Whitby 18.00**

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

had to separate the video footage into three programmes. This, the third in the trilogy, covers an area from Darlington across to Middlesbrough, Stockton-on-Tees, Hartlepool and then out to the coast at Saltburn and concluding at Whitby. The main operators in this area are Arriva North East and Stagecoach North East with just a few Go North East buses seen as they pass through the area. Other operators seen briefly are independents Scarlet Band of West Cornforth and D. C. Travel of Durham. Arriva are sporting their latest livery together with buses still in the older scheme as well as a number in both 'Sapphire' and 'Max' brands. Stagecoach is another operator introducing new livery schemes and these are seen on this programme in abundance.

**VI1808 ... 2- Tynemouth, South Shields, Sunderland, Chester-le-Street & Durham 18.00**

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

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

**VI1807 ... 1- Newcastle & Gateshead 18.00**

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

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

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

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

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

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

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

**VI1803 Go South Coast Buses Across Bournemouth & Poole Area 2021 18.00**

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

From the 1st October 2022, we can only send parcels within the UK.

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


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

**VI1801 Cardiff & Newport Buses 2021 18.00**


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

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

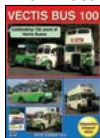

Independent Transport Videos welcome you to this rather special update to our series of DVD programmes that feature the buses of Edinburgh and our visits to the superb Scottish Vintage Bus Museum at Lathalmond in Fife. We have given the title a strap line of 'Electric Special' as it features the batch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

**VI1799 Glasgow's Buses 2021 18.00**


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

**VI1798 Nottingham's Buses 2021 18.00**


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

**VI1797 Vectis Bus 100 18.00**


Welcome to this very special DVD programme celebrating a milestone of bus travel on the Isle of Wight. The Isle of Wight Bus & Coach Museum put on a special event over the weekend of the 9th and 10th of October 2021 to celebrate the 100th anniversary of the first bus service on the Isle of Wight operated by the Vectis Bus Company. The first public bus services began on 24th October 1921. There were three routes and these were Newport (Market Square) to West Cowes (Police Station); West Cowes (Park Gates) to Gurnard (Tinkers Lane); Newport to East Cowes (Ferry Square). A further service from Ryde to Newport was introduced a few weeks later. To celebrate this momentous event the Museum organised a tour of these routes using three special vehicles, 405 (DL 9015), a 1934 Dennis Ace with Harrington B20F bodywork, 216 (FDL 676), a 1949 Bedford OB with a Duple C29F body and 'The Old Girl' 702 (CDL 899) the 1939 Bristol K5G with an ECW Q56R body.

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**VI1796 Kingsbridge Vintage Bus Running Day 2021 18.00**

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

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

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

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

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

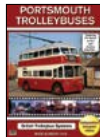
'Buster' is the mascot of Bournemouth's 'Yellow Buses' bus company. The cartoon bear is used in advertising and promotions for the company. This friendly character is used in a number of situations from promoting bus routes, places to visit and telling you what you can get from the 'Yellow Buses' mobile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

If we have to order the DVD in for you, it takes, on average, 2 weeks for the majority of DVDs to arrive from the suppliers.

**VI1793 The 2021 Royal Blue Run 18.00**

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

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

**VI1792 Portsmouth Trolleybuses 18.00**

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

Transport Videos cameras were in attendance to film the launch of this very special vehicle. Filming began early on the Saturday morning, as 313 was road tested and spruced up ready for the launch to the general public. We hear the speeches and see 313 re-enter passenger service. Our cameras take a ride on 313, filming on both decks so you can soak up the atmosphere of what it was like to travel by trolleybus. The 2nd part of this DVD features a cine film taken by Richard Newman of the trolleybuses in service during the final years of operation. The final shots on his film show 313 being towed away from Portsmouth to begin it's life in preservation.

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




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

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

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We use Royal Mail for small orders, typically under 5kg. Heavier orders will normally be despatched using a signed for courier service. If this is likely to be a problem we are happy to deliver to an alternative address, please let us know on the order form overleaf. If possible, please provide us with a mobile number and/or email address so that our courier can contact you with a one hour delivery slot on your designated day.

## POSTAGE

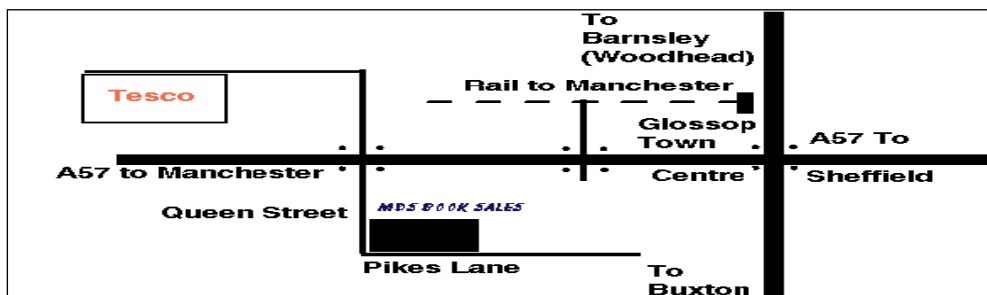
Postage is charged on all orders under £60.00 at 10% of order value. A minimum charge of £2.00 is taken for orders under £20 except:

Any order which contains a full priced **Venture publications** title.

## OPENING TIMES

The office is open Monday-Friday 9:30-5:30pm. Please call 01457 861508.

The shop is open Monday-Friday 10:00am to 5:00pm. If you are interested in specific items, please call the office in advance to check availability and order in any items that are not in stock to avoid disappointment.



# MDS Books

For collectors and enthusiasts

Order Form

## PLEASE SUPPLY

Stock Code Title

Price

Qty

_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

\*Post free on orders over £60  
otherwise please add 10% of order total  
minimum fee of £2.00 (for orders under £20)

Postage £\_\_\_\_\_\*

Voucher Code \_\_\_\_\_

Discount Amount \_\_\_\_\_

£ \_\_\_\_\_

I enclose a cheque for



Or, please charge my credit/debit card \_\_\_\_\_

Valid from \_\_\_\_/\_\_\_\_/\_\_\_\_ expires \_\_\_\_/\_\_\_\_/\_\_\_\_

Security No. (see signature strip on back of card) \_\_\_\_\_

Payment accepted by cheque, Postal Order, American Express, Mastercard & Visa

Return this form to

**FREEPOST MDS BOOK SALES**

Overseas customers see overleaf for our office address

☎ 01457 861508 email [sales@midsbooks.co.uk](mailto:sales@midsbooks.co.uk)

☐ Add me to your email list

☐ New customer - please add me to your mailing list

Email address \_\_\_\_\_

Phone number \_\_\_\_\_

UK Delivery address (if different from above)

_____
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