

MDS Books

For collectors and enthusiasts



2024 Book News

Dear Reader,

Welcome to our 2024 Book News. We've made several changes to the format this time and we hope you like the clearer larger layout.

From page 5 onwards you'll find details of lots of forthcoming titles on the yellow tagged pages. Titles published since Spring 2023 feature on the green tagged pages from 29 to 57. Older titles, still available are listed from 58 to 62. This is only part of our range, the full backlist along with bargains, clearance offers, second-hand and DVDs can be found on our website www.mdsbooks.co.uk.

Along with most other businesses, we have to keep an eye on costs and, reluctantly, after more than a decade without change, our **minimum postage rate increases to £2.50 from November**. Everything else remains the same. Orders under £60 will be subject to 10% postage, minimum £2.50. Orders of £60 and over will be post free as will any order including a full priced Venture title.

The latest titles from **Venture publications** are highlighted on the page opposite and we'll be announcing more shortly. Apologies for the delay in the release of the AEC Q volume, caused entirely by health challenges within Pikes Lane. It will appear in the Spring of 2024.

This catalogue is released just before the Christmas rush gets into full swing, and whilst we do hold good stocks of most titles if we do have to re-stock, or obtain more obscure items, it can take 2 weeks to get things back on the shelf so don't leave it too late to place an order for Christmas. Our last posting days for 2023 and holiday closure dates can be found on page 63.

As so many of the rallies and events our sales team have attended over the years have fallen by the wayside recently we're not out and about quite so often now, but you can see the dates we do have booked in below and also on our website. We're also pleased to confirm that MDS Book Sales gift cards are now available to purchase online too.

The shop here at Pikes Lane is open 10:00 to 5:00 Monday to Friday and in addition to the wide selection of new books we always have plenty of second-hand and bargains on offer. If you're coming a distance looking for something specific it's always as well to check first by querying the stock levels on the website or calling us on 01457 861508.

Thanks for your continued support and as ever stay safe and good reading.

Mark, Lou, Kerry, Gareth & the team.

See our Sales stand at:

Christmas Cracker, Museum of Transport Manchester 02/12/23

Christmas Cracker, Museum of Transport Manchester 03/12/23

Front cover

New to service in 1978/9, this MCW-bodied Daimler Fleetline can be seen on route 104 to City Colmore Circus, via Erdington one clear day. **(Dave Cole)**

VP498 AEC Q - Not Just For London

£45.00

Apr

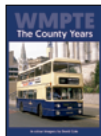


Chris Lewis explores the development and operation of the revolutionary AEC Q across the whole range of operators who employed it. Obviously, many appeared in service with LT but they were also in service in the UK with operators large and small, in single and double-deck form. Some examples even made it as far as New Zealand. In addition to the detailed story the book is packed with photos and tables. Hardback c260 pages.

VP499 WMPTE The County Years

£23.00

Nov



Metropolitan counties, a product of 1970s local government re-organisation, took responsibility for public transport in their area including direct bus operations through PTEs. In the West Midlands, the County Council was active from 1974 to 1986 and this new full colour book illustrates the consolidation and standardisation of its WMPTE bus fleet during that period. The 194 mostly previously unpublished images also take in a brief look at WMPTE's fleet development from its inception in 1969 through to 1974 and its preparation for deregulation later in 1986.

VP488 Portuguese Buses Volume 6 Private Bus Operators of Northern Portugal

£56.00



The last in the series of books covering Portuguese bus companies based on the authors' unique specialist detailed research over more than 30 years, this volume features most of the small bus operators of Northern Portugal in a geographical area further expanded to include the Districts of Coimbra and Castelo Branco. As well as providing a brief history of the operations of the mainly family-owned companies and the current move to franchising which is changing the face of the country's bus industry, its 424 A4 pages include fifty-two detailed historical fleet lists and almost 900 photographs with most in colour and a strong emphasis on British export models.

VP497 Super Prestige 44 Chester

£20.00



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 lists and maps.

VP495 Prestige Series No.44 Llandudno

£12.00



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.

VP489 Twilight Years of Manchester Corporation Transport

£18.00



Martin Ford joined Manchester Corporation Transport Department in August 1964 as a junior clerk in the Claims Department, rising up through the ranks as Manchester Corporation Transport passed to SELNEC Passenger Transport Executive in November 1969, and remaining in that same department when SELNEC transferred to Greater Manchester Passenger Transport Executive in 1974 and then to GM Buses Limited to become Litigation Manager by the time he moved to a similar role at MANWEB in 1990, then going on to

form his own accident investigation company dealing with bus accidents on behalf of various clients, but principally for the in-house insurers of Stagecoach. This fascinating insight into Manchester Corporation Transport Department during its final years reveals some of the interesting inner most workings before they are forever lost in the passing years of change. Illustrated throughout with memories of Martin's time in Manchester and showing a number of behind the scenes incidents.

VP496 The Mayne Way

£22.00



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 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, taking over several coach firms, including Barry Cooper Coaches of Warrington in 1982. Their bus operation outlasted the municipal trams and trolleybuses and continued through the era of Greater Manchester Transport. They grew and thrived until rising costs and car ownership caught up with them in 2008. Mayne Coaches continued, however, to reach its centenary in 2020.

VP494 Prestige Series No.43 Colwyn Bay

£10.00



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. *Very few copies remaining.*

VP406 A Lifetime on the Buses

£20.00

VP486 Super Prestige 41 Observation Coaches and Half-Deckers

£20.00

VP485 Super Prestige 42 Aberdare

£16.00

VP492 Super Prestige 43 Merthyr Tydfil

£20.00

OFFERS

VP449 Cumberland Motor Services 1912-2012- 100 Years of Service

£15.00

£8.00

VP454 West Coast Motors - A 90th Anniversary Celebration

£15.00

£10.00

VP458 Northern Coachbuilders

£30.00

£15.00

VP459 Manchester Metrolink Handbook

£9.95

£5.00

VP460 Steel Wheels & Rubber Tyres Vol 3

£20.00

£10.00

VP481 Steel Wheels & Rubber Tyres Vol 4

£20.00

£10.00

VP466 Ribble under Nationalisation 1969 -1989

£22.50

£12.00

VP469 Transport for Edinburgh - Lothian Buses & Trams

£20.00

£10.00

VP474 Stevensons of Uttoxeter

£34.00

£15.00

VP475 Volvo Buses & Coaches

£34.00

£15.00

VP477 Kemp's & Chiltern Queens

£35.00

£15.00

VP476 Super Prestige 37 Austins - Happy Days

£20.00

£10.00

VP490 Preston Deepdale - History of a Bus Garage

£25.00

£12.00

VP479 Last Years of the Rear Entrance Double-Decker Bus

£20.00

£10.00

VP483 Super Prestige 39 West Wales Independents Part 1

£20.00

£10.00

VP487 Super Prestige 40 West Wales Independents Part 2

£20.00

£10.00

VP471 Prestige Series.41 Pontypridd

£10.00

£5.00

VP482 Prestige Series.42 Here Comes The Eden

£10.00

£5.00

VPL54 Turning Points in a Transport Career

£9.95

£5.00

VP464 Crich Tramcar Rollingstock Book 2nd Ed

£9.00

£5.00

VP462 UK & Ireland Tram & Light Rail Systems 3rd Ed

£6.00

£3.00

VPL56 What's That New Mark

£2.75

£1.00

BUS & TROLLEYBUSES

AMBERLEY PUBLISHING

A1666 Buses in Greater London

£15.99

Feb

Peter Tucker presents a photographic survey of London's red buses from his teenage years in the 1990s to the present day. Buses featured in this colourful publication include the classic AEC Routemaster, the sophisticated Leyland Titan, the sturdy MCW Metrobus, and intriguing National Greenway. There is also extensive coverage of modern designs including the Dennis Trident, Scania OmniCity and much-hyped New Routemaster. Buses are featured in London's diverse urban environments, everywhere from Mile End, Waterloo and Westminster to semi-rural Biggin Hill, and suburban Welling.

A1736 Buses of Wiltshire and Dorset- Past & Present

£15.99

Feb

In this series, Richard Stubbings traces the changing, ever-evolving nature of bus scenes around South West and South East England. This book, comprising previously unpublished photographs, offers a nostalgic tour of Wiltshire and Dorset, from the early 1970s to the present day. It charts the changes in vehicles, from those of the author's childhood to the current scene even revisiting many of the same locations.

A0850 Coach Styles 1950s-1990s

£15.99

Oct



Coach styles at the start of the 1950s were still very traditional. All that was about to change with the introduction of the new underfloor-engined chassis and an increase of maximum length. Improvements in technology helped styles become more adventurous and flamboyant as the decade progressed. The 1960s heralded the motorway age, coaches becoming bigger from 1961 and capable of cruising at much higher speeds. Styles moved with the times and by the end of the decade the maximum length increased to 12 metres.

Continental coach holidays increased in popularity and European coachbuilders started to sell in the UK in increasing numbers, with executive and high floor coaches much in demand. After a slow start in 1972, Volvo headed the influx of foreign chassis manufacturers and within fifteen years home-built coaches were in the minority. Supported by a wealth of fascinating images, Tim Machin takes the reader on journey through these changes.

A1363 Demonstration, Trial and Experimental Buses

£15.99

Dec



When bus and coach manufacturers or bodybuilders brought out a new design, they would usually provide a demonstration vehicle for would-be purchasers to try out before buying. These vehicles would later be sold off after a few years and were sometimes snapped up by small companies that might not have been able to afford the cost of a new vehicle. Some of the larger companies would buy a small selection of vehicles by different makers to compare in service before deciding on which type to standardise on for mass purchase.

Other innovative companies might rebuild existing vehicles in their own workshops to improve their performance or extend their life, or to try out new ideas. This book looks at a variety of demonstration vehicles, on display, in use, and after being sold off; as well as vehicles that were bought experimentally or modified extensively during their service life.

A9485 Hong Kong Buses & Trams 1976-97- Final British Years

£15.99

Nov



Hong Kong has long been a place of great interest to transport enthusiasts. Its mixture of predominantly British-built buses operating in a bustling oriental setting holds fascination while Hong Kong Tramways' 1920s-style tramcars evoke past times in an ultra-modern setting. Changes to Hong Kong's bus and tram scene during the final 21 years of British rule are recounted and illustrated in this book. Included are the decline of the China Motor Bus Company's operations and the emergence of Citybus Ltd. Vehicles of the Kowloon Motor

Bus Company, which claimed to be the world's largest privately-owned bus company operating in a single city, are depicted at various locations including the New Territories. Bus and light rail transit operations of the Kowloon-Canton Railway Corporation are illustrated as are buses of Argos Bus Services, the Motor Transport Company of Guangdong and Hong Kong, the New Lantao Bus Company, Public Light Buses, Stagecoach (Hong Kong) Ltd and operations of the Peak Tramways Company.

A8682 Duple-bodied Buses and Coaches

£15.99

Jan

For seventy years, Duple were one of the two best known names in coachbuilding in Britain. Formed in Hornsey, London in 1919 before moving north to Blackpool, Duple grew to be one of the most popular suppliers of luxury coach bodies for the UK market. Decline in new vehicle sales in the late

FORTHCOMING - OCTOBER 2023 - MARCH 2024

1980s saw Duple's fortunes start to fade and the company closed its doors for the final time in 1989. Covering the period from 1960 to the end of production, this book gives an overview of many of the buses and coaches within the Duple range. With a brief description of each body type and 180 photographs, most in colour and all with informative captions, it showcases Duple's finest products in their operating heyday.

A0634 London's Gemini Buses

£15.99

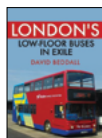
Mar

Wrightbus of Ballymena built its first double-deck body in 2001, naming it the Eclipse Gemini. Unlike its rivals, it was available on the DAF/VDL and Volvo chassis. Arriva London was a big customer for the type, taking stock of both the Volvo B7TL and DAF DB250 models, being the only customer for the latter model. First and Go-Ahead London took stock of the Volvo B7TL model. The Gemini 2 model was launched in 2009, again only on the VDL and Volvo chassis. Arriva London, First and Go-Ahead London were quick to snap up further examples of this new model, the integral VDL DB300 model (Arriva) and the newly introduced B9TL. The Volvo B5LH hybrid chassis became available with Gemini 2 bodywork in 2008 and was received well by London operators. 2013 saw the launch of the Gemini 3 body style, which varied slightly from the Gemini 2 in appearance. In 2014, the Gemini 3 gained the same appearance of the newly launched Streetdeck model, drastically changing the appearance of the Gemini.

A0648 London's Low-Floor Buses in Exile

£15.99

Oct



Since the mid-1940s, London began to resell its buses after they were no longer suitable for service in the capital. Bus and coach operators both big and small would snap up these buses and use them for further service. Perhaps the most noticeable cascade of former London Buses was of the AEC Routemaster during the 1980s, which were bought en-mass by provincial operators around the country. The continual investment of new buses in London in the early 2000s saw the displacement of many of the early low-floor buses to provincial operators. Changes to emission standards led to the withdrawal of further low-floor buses from the capital, benefiting the independent operators around the country. London Low-Floor Buses in Exile highlights the numerous liveries and operators of former London low-floor buses around the United Kingdom and the Republic of Ireland between 2000 and 2021.

A1317 London's Scania Buses

£15.99

Nov



Over the years Scania has provided various models for operation in London, first arriving in 1989. A larger batch of Scania N113CRBs were purchased by London Buses Limited in the early 1990s, bodied by Alexander and Northern Counties. These passed to privatised operators in 1994. Scania re-entered the London market in 2002 when Metrobus took stock of a fleet of single-deckers. The Scania N94UD and Scania OmniCity double-deck models became popular with a number of operators between 2006 and 2012. Although not purchased in the same numbers as its rivals, the London Scania's provided Londoners with a reliable service for many years. The introduction of new rolling stock, along with standardisation, spelt the end of the type in London service. This book provides a potted history of the various Scania models during their service in the capital.

A1620 Lothian Buses in Historic Edinburgh

£15.99

Nov



Edinburgh is reputed to have more buildings designated as of 'special architectural or historic interest' than any other city in the world. These range from rows of Georgian terraced houses and individual Victorian tenement blocks to such diverse structures as the diminutive Greyfriars Bobby sculpture and the Forth Rail Bridge. Many of the buildings were constructed from sandstone, from a proliferation of local quarries and which could be found in a variety of different colours. The city's local transport system has a similarly rich history, and this book looks to celebrate these two popular elements in the city's contemporary setting. Featuring unique and previously unpublished images of Lothian Transport buses sharing the scene with some of these historic buildings, this book will delight anybody who shares a fondness for Auld Reekie.

A1610 Midlands Half-Cab Buses- The Twilight Years

£15.99

Nov



A visitor to one of the principal cities of the East or West Midlands during the 1970s would not have failed to notice that all the incumbent local bus operators were still running buses which still resembled types which could be seen throughout Britain between the two World Wars – that is double-deck buses with the driver seated in his own cab area with an open space over the adjacent engine shroud. Whilst the vast majority of these also had an open entrance at the rear, there were some types which the passengers could board or alight through a doored-entrance at the front. With a wonderful selection of photographs that will delight enthusiasts of all ages, Mike Rhodes looks back on the twilight years of half-cab buses in the Midlands.

A1023 Northumbria Motor Services

£15.99

Oct



In the 1970s you could travel from the Scottish border to the Yorkshire coast resort towns using only red and white United buses. In the 2000s you can still do the same but in turquoise Arriva buses. It would be easy to assume little has changed, but to do so would miss the existence of one of the most distinctive operators of the 1980s and 1990s - Northumbria Motor Services. Operating buses in the English county with the lowest population density at a time when unemployment was soaring as heavy industry closed was never going to be easy. Enter a forward-thinking management team keen to break free from conventionality and not afraid to take some risks. Covering the period 1986 to 1998, this book tells the story of the trend-setting operator and shows how it fundamentally changed the bus industry long after livery and company had disappeared.

A7929 Plaxton- The Panorama and Panorama Elite Years

£15.99

Mar

For many years, Plaxton of Scarborough has been at the forefront of British coachbuilding and have been the leading lights in design and technological advancement on numerous occasions. During the 1960s, the Panorama was the best-selling British-built coach body, and its successor the Panorama Elite introduced several ground-breaking features we take for granted in coach bodies of today. The story of these elegant Yorkshire built icons is told through 180 colour photographs, all taken during their operating heyday and accompanied by (hopefully) informative and sometimes humorous captions.

A1552 Reading's Buses 2010-2019 A Decade of Colour & Change

£15.99

Feb

In this book author and photographer Julian Walker traces the development of the bus network in Reading, the vehicles being introduced and the changes to the liveries as the decade progressed. Starting with an introduction to the history of Reading Buses prior to 2010, the important 'Premier Routes' concept is also covered. This had been conceived and rolled out during the previous decade to give each main core route its own identity and colour, albeit to a corporate template. It was this that set the scene for the 'change and colour' of the 2010s, as routes changed - or were acquired from other operators - and the style of the branding evolved, with new names, colours and styles being introduced. Each year of the decade is covered separately to give a brief account of how it reflects the changes that were going on at the time. A postscript chapter gives a brief outline of events post-2019, and the future for Reading's buses is considered.

A9607 Southdown Out of Green & Cream

£15.99

Nov



Southdown Motor Services, the well-known and respected bus and coach operator based on the south coast, ran buses and coaches in a delightful green and cream livery that is still fondly remembered today. Here, Simon Stanford looks at Southdown from the sixties up to their purchase by Stagecoach in 1989, with a variety of different brandings on show, exhibiting a variety of rare looks for the company's fleet. With a wealth of previously unpublished images, Stanford's collection of images is both nostalgic and enlightening and will appeal to any fan of Southdown buses or the history of independent British buses.

BRITISH BUS PUBLISHING

BB366 British Bus Handbook Smaller Groups 9th Edition 2023

£21.25

Nov

Published in November 2023. This ninth 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 (Metroline, 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 (Kinchbus, Midland General, Notts & Derby, TM Buses, Trent-Barton) and West Coast Motors (West Coast Motors, Glasgow Citybus, Border Buses).

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

BUS & COACH RESEARCH GROUP

BCR00 Fleet Histories Lanarkshire Part 1: A to Li **£18.00** **Oct**



Lanarkshire, the most populous of Scotland's historic counties, at one time had a vast number of bus owners, many with only one bus. In the 1920s these one-man bands vied for business between each other and with the trams, and accidents and minor brushes with the law were not unknown. In this fascinating study of a bygone age by transport historian Richard Gadsby, the stories behind these days are told in detail, including reference to the Lanarkshire A1 Association, an attempt by small operators to fight the "big boys", but

without the success found in neighbouring Ayrshire. Produced to the recognised fleet history format, the stories cover known operators up to 1940 from Agnew to Little, and subsequent details for those operators still trading then, iconic names such as Baxter of Airdrie, Cotter of Glasgow and Hutchison of Overtown. Details of over 160 operators, large and small, are recorded. Published in two volumes, the books are illustrated with wonderful pictures of the area.

BCR01 Fleet Histories Lanarkshire Part 2: Lo to Y **£18.00** **Oct**



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recognised fleet history format, the stories cover known operators up to 1940 from Lorimer to Young, and subsequent details for those operators still trading then, iconic names such as Lowland Motorways of Glasgow, Stokes of Carstairs and Wilson of Carnwath. Details of over 180 operators, large and small, are recorded. Published in two volumes, the books are illustrated with wonderful pictures of the area.

CAPITAL TRANSPORT PUBLISHING

CA483 London's Post-War Smaller Classes **£35.00** **Oct**



In this book, the last of his class histories of London buses which began to appear in 1979 with the RT, Ken Blacker covers the smaller classes which entered service between 1946 and 1965. The book maintains the same high standard the author has brought to the series for over 40 years. His readable and authoritative text is coupled with over 200 photographs.

KEY PUBLISHING

K2576 Alexander Dennis Buses **£16.99** **Oct**



Dennis and Alexander both grew separately. Dennis was very much a specialist chassis builder with a list of regular customers, while Alexander's roots were in building bodies for a group of Scottish bus companies. Alexander broadened its customer base from the 1950s and was soon supplying bodies for bus operators throughout the UK and in several export markets. Dennis expanded dramatically in the 1980s with its best-selling Dart model. Since the two companies came together as Alexander Dennis Ltd in 2004, it has concentrated on

designing and building a range of best-selling bus models. The coachbuilder Plaxton, established in 1907, joined Alexander Dennis in 2007, mainly producing coaches, but doubling up with Falkirk to produce the bus range. Alexander Dennis is one of the very few manufacturers building buses in the United Kingdom. With over 180 images, this book provides the history of the company and its subsequent emergence as a clear market leader.

K2804 Buses Year Book 2024 **£18.99** **Oct**



First published for Christmas 1963, the Buses Yearbook offers a mix of chapters and photo features on matters topical and nostalgic. These include a look at the return of Greater Manchester's buses to local control with its Bee Network of franchised services, and the likely adoption of a similar policy elsewhere, starting in Merseyside. Among the nostalgic content is a recollection of Devon General in the 1970s; the appeal of Daimler double-deckers; the British double-deckers, mainly from London, which have carried tourists at the Niagara Falls in Canada. There also are chapters on East Yorkshire, Belfast and Dublin, Edinburgh and much more.

PEN & SWORD

P9522 The London Enviro 200

£30.00

Nov



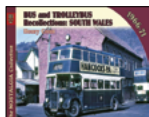
Launched by Transbus in 2004, the original Enviro 200 mode was not a success. The Enviro 200 was relaunched in 2006, this new model becoming more successful. The new model was taken into stock by many London operators, replacing older single-deckers in their fleets. The Enviro 200 had just as much success as its predecessor, the Dennis Dart SLF. As with the Dart SLF, the Enviro 200 was available in several lengths. 2014 saw the launch of the Enviro 200 MMC (major model change), this replacing the original 'classic' Enviro 200 in 2018. The first all-electric Enviro 200 MMCs arrived in London in 2016, this becoming the standard model for new contracts. The London Enviro 200 looks at the history of the Enviro 200 and Enviro 200 MMC model in London service.

SILVER LINK

S4619 Bus & Trolleybus Recollections 131 South Wales

£10.99

Nov



This nostalgic look back at the buses which served Cardiff, Swansea and the surrounding region during the late 1960s and early 1970s features a previously unpublished collection of more than 80 colour photographs. A wide range of fascinating vehicles is depicted – from six-wheel double-deckers to flat tops designed to pass beneath extremely low bridges – in gloriously period livery and bedecked with period advertising. For those old enough to remember those tumultuous days, the book provides reminders of school journeys, bus-spotting, depot visiting and interesting locations as they appeared more than 50 years ago.

NON TRANSPORT

AUTO REVIEW PUBLICATIONS

MH195 The Roadmakers and Other Construction Equipment

£5.95

Nov



The history of our roads is told in this Auto Review publication, as they improved from muddy tracks and dusty lanes to a system of fast metalled roads. We go on to tell the story of the roadmaking process, to cover most of the many different machines involved, excavators, bulldozers, loaders, backhoes, scrapers, graders, dump trucks (large and small), concrete mixers, pavers, finishers, tar-sprayers, steam and diesel rollers etc. Along the way, earthmoving and construction equipment used for other purposes is also mentioned. A large section of this publication is devoted to manufacturers of steam rollers and motor rollers, but on other pages you will see other famous names, from Caterpillar and Euclid to Komatsu and JCB, as well as smaller companies. Thousands of companies worldwide have been involved with making machinery for this sector, so we can only mention some of the more interesting British firms in this publication, along with a few leading overseas brands.

TRAMS & LIGHT RAIL

SILVER LINK

S4596 The Tramways of Aberdeen 1956

£27.00

Oct



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

S4582 Trams & Recollections 124 Edinburgh 1956

£11.99

Nov



The final year of tramway operation in Edinburgh had arrived, 1956, but there were still a considerable number of routes and trams still operating at the start of the year. Trams still worked routes 6, 7, 11, 13, 14, 16, 17, 19, 23 and 28. On March 11 route 7 was replaced by buses and route 17 was withdrawn without bus replacement. Leith tram depot closed on 5 May and tram routes 6 and 19 ceased on 27 May. On June 16 routes 13 and 14 were withdrawn. Sadly, the last trams for a long time ran in Edinburgh on 16 November.

UNIQUE PUBLISHING SERVICES LTD

UQE13 The London 'E/3's-London's Lost Classic Tram

£11.99

Oct



Whilst the fate of the London tramway networks was probably sealed because of the creation of the London Passenger Transport Board in 1933 and the new board's decision to favour investment in a trolleybus network, prior to that date the London County Council had been keen on the development of its tramway system. In its later days, the LCC opened a number of extensions and acquired a substantial number of new tramcars. Although prototype car No 1 was, sadly, destined to be a one-off, a total of 150 new bogie cars – designated Class E/3 – were acquired in the early 1930s. Of these, 50 – Nos 161- 210 – were allocated to the LCC operated services on behalf of Leyton Corporation, whilst the remaining 100 – Nos 1904-2003 –were based on the LCC network. Following the LPTB's decision to replace trams by trolleybuses, the Leyton-based trams were transferred south of the river in the 1930s. This book provides a largely pictorial history of the 'E/3' in operation between 1930 and 1952.

RAILWAYS

AMBERLEY PUBLISHING

A2101 A World History of Rail from the Steam Regime to Today **£22.99**

Dec



There were 20,000 miles of railways in 1865 and about a million by 2020. Scale has always been a key theme in railway history. In WWI, the London and North West Railway transported 325,000 miles of barbed wire and over twelve million pairs of army boots. At the end of the 20th century, Indian Railways sold 4.5 billion tickets annually. With his renowned ability to take the long view of any subject and bring it into sharp focus for the reader, Jeremy Black examines how rail transformed the world. While always shaped by commercial interests, the role of the railway was (and is) strategic in the broadest sense: like Roman roads and Chinese canals, it helped develop the economic links that sustained and strengthened the major powers. Is it possible to overestimate the impact of the railway in history? Jeremy Black analyses that impact from the beginning to today.

A1734 Birmingham's Railways- A Decade of Change

£15.99

Feb

The last decade has seen a large number of changes on the railways in and around Birmingham. A new operator, accountable to the regional authorities, has taken over most local services from London Midland. There have been new liveries, improved stations and updated infrastructure. New trains, new stations and services are on the horizon. This book will document these changes over the mid to late 2010s and early 2020s. Taking each local line in turn, the book will show how the Birmingham railway scene has changed and give a taste of what is to come. This photographic survey of the last decade of the railways in Birmingham will appeal to all those with an interest in the history of the railways in this region.

A1568 Britain's DMUs: 1986-2022

£15.99

Feb

By the 1980s, earlier DMUs were coming to the end of their useful lives and BR were introducing the first of the next generation. The replacements started with Class 141 Pacers, which were four-wheel units based on a wagon chassis with a Leyland bus body, intended for branch line services. Soon after the Class 150 Sprinter two-car train emerged from Derby Works for use on shorter distance routes. The 155/156 Super Sprinter were introduced for longer journeys and followed in 1989 by Express Sprinter which took over the more important services from the 156 and remains in frontline service until the present day. Class 170 Turbostars, introduced in 1998, were also used on long-distance routes, especially in Scotland. With a wealth of previously unpublished photographs captured in a variety of interesting locations, George Woods celebrates the second generation of DMUs on the British rail network.

A0846 Britain's Railways from the Air

£17.99

Nov



Rob Higgins shows how taking the aerial route gives unique insights into the history and workings of Britain's railways. The marvels of Victorian engineering in their construction, their relationships to the canals they replaced as the main arteries of transport, the communities and industry they spawned along their length can all be seen in detail. This book flies from the Scottish Highlands to Cornwall; from marshalling yards in the centre of the UK to lines hugging cliffs and beaches. All the viaducts on the 'top' section of the Settle & Carlisle line are featured, together with many other viaducts and bridges, including the swing bridges in the Norfolk Broads. Lineside industries are seen, from a huge malting complex in East Anglia to our fast-disappearing coal-powered power stations.

A0560 Class 08 Locomotives in Scotland

£15.99

Oct



The Class 08s, the most common type of British Rail shunter, could be found at almost every area of the UK and Scotland from the mid-1950s. These shunters conducted all the shunting and movements around stations and yards all over Scotland, with most depots around Scotland carrying an allocation. A number have survived into preservation, but at one time more than 200 could be found all over Scotland. This book covers 08s from the BR era through privatisation and beyond and features a range of distinct locations around Scotland. With a wealth of previously unpublished images, this book will delight Scottish rail enthusiasts both young and old.

A1793 Class 47- Celebrating Sixty Years

£15.99

Nov

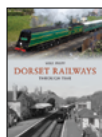


Brush Type 4 Class 47 locomotives have seen more than sixty years of service on Britain's railways, celebrating their diamond jubilee on 25 September 2022. This book draws together previously unseen photographs by the author and others who have spent decades photographing, traveling behind and preserving these locomotives. Looking at the early years of the fleet of 512 locomotives as they settled into hauling passenger and freight, as well as the halcyon years of the 1980s and 1990s and more recent times, Martin Measures shares the importance of these locomotives to the railways and their many enthusiasts. Lavishly illustrated throughout, this fitting tribute to the Brush Type 4s commemorates their long and successful service.

A0854 Dorset Railways Through Time

£15.99

Oct



Dorset has always been an important railway county catering for holidaymakers heading to the resorts of Bournemouth, Swanage and Weymouth. As part of the mid-nineteenth century desire for railways to reach many parts of the county, a line from Southampton reached the county town of Dorchester in 1847. This was to become part of the London & South Western Railway. The Great Western Railway arrived in the county in 1857 with a line from Yeovil to Weymouth built to Brunel's Broad-Gauge standard. Another name associated with the county was the Somerset & Dorset Railway, which opened between Bath and Poole in 1870. Development of the various lines are covered – their heyday was the 1950s when they were used by holidaymakers heading for the sunny South Coast. Then came the Beeching closures, but also the electrification of the main line to Weymouth. The various routes within the county are covered by a wide selection of photographs, many of which have not been published before.

A0319 EMD Locomotives

£15.99

Jan



Electro-Motive Division of General Motors was North America's leading locomotives builder from 1945 to 1983. After the early years of custom-built locomotives and trains, EMD took to the rails in a big way when it built its first freight locomotives in 1939. The FT locomotive put the future of steam locomotion on notice, and the classic bulldog nose styling became an icon of locomotive design. In 1949, the GP (for general purpose) was born of functionalism, with the Geeps morphing into a whole line of purely utilitarian freight locomotives that became staples on nearly every railroad in North America. Railroading's desire for more horsepower introduced further refined series of locomotives with four-and-six-axle (and traction motor) versions available. Over the years, EMD locomotives have worn just about every colour of the spectrum. Within these pages is a vivid survey of thirty-five years of Mike Danneman photographs illustrating the EMD locomotive.

A1564 Express Diesel Trains

£15.99

Oct



In 1968 British Rail introduced a prototype train that would revolutionize rail travel, and form the backbone not only of BR services, but those of the companies that took over after the privatisation of the railways in 1994. This of course was the High-Speed Train, which introduced 125 mph speeds to the UK and cut journey times as never before. Other fast diesels such as the Class 220 and Class 180 followed, but none have had the impact or long-term success of the 125. The latest Azuma trains, at the current forefront of high-speed travel, are also featured.

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.

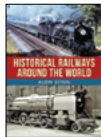
FORTHCOMING - OCTOBER 2023 - MARCH 2024

A1273 Going East-Story of East-West Rail & Oxford-Cambridge Line£15.99 Nov



The railway route between Oxford and Cambridge – nicknamed the Varsity Line – was opened in stages in the 19th century. Running roughly east to west, it crossed several major trunk routes linking London with the North and Midlands and became part of the LMS in 1923 Railway Grouping. Its strategic value was recognised during the Second World War as it allowed freight traffic to avoid London and several new connections to the line were built. Despite post-war plans to develop the line further, parts of the line were closed by BR in the 1960s. Since then, rising demand on the railways in general and recognition of the value of this through route have resulted in sections being reopened and a new company, East West Rail, has been founded to re-establish the entire line by 2030. This book surveys the history of this route and its operations and looks at the campaign and plans to open it again, analysing both the benefits and downsides of such a large rail project today.

A0832 Historical Railways Around the World£15.99 Oct



Historical Railways around the World is a carefully curated selection of vintage railway photos from all around the world. It was composed in the spirit of the time-honoured phrase that a picture is worth a thousand words and transports the reader back to the golden age of steam locomotives in a stunning array of exotic and obscure locales. Using these stunning photographs, Alon Siton revisits a period in history where the railways stood at the centre of global events and celebrates the power and variety of the world's locomotives.

A1269 Iron, Stone and Steam- Brunel's Railway Empire£22.99 Nov



Tim Bryan chronicles how, in almost 30 tumultuous years, Brunel created a rail network covering much of the South and West of England, the Midlands and Wales. The network included masterpieces like Paddington Station and the Royal Albert Bridge and still carries millions of travellers today. The book also describes how Brunel's successes were matched by monumental failures, the ill-fated atmospheric system used on the South Devon Railway, and the far-reaching implications of the broad gauge for his railways, which ultimately cost millions of pounds when abolished. Iron, Stone and Steam is also the story of the great engineer's complex character and the roles of the people who helped the creative, and sometimes dictatorial, genius create his railway. These range from the navvies who built his bridges, tunnels and lines, to contemporaries like Daniel Gooch, without whom his vision would never have been fully realised. Above all, this is the story of Brunel's vision to create a railway empire like no other.

A1471 Lancashire's Railways 1978-Present£15.99 Mar

Lancashire Railways depicts in colour photographs the changes to be seen on the railway network around Lancashire from 1978 to the present day. Spanning the end of the regional BR Rail Blue era, through securitisation and privatisation, the book captures the wide variety of motive power in operation in this period, from diesel and electric locomotive-hauled services, to first and second generation DMUs and EMUs, as well as some industrial railways. The book covers the county's network from its northern boundary, including Lancaster and Carnforth, to the West Yorkshire boundary, the Fylde area (Blackpool, Lytham etc), Central Lancashire (the Preston area, Chorley, Leyland) and West Lancashire where it reaches the current Merseyside boundary south of Ormskirk. Traditional former Lancashire towns of Bolton, Bury Oldham and Wigan which are now part of Greater Manchester are also included as well as the city of Salford.

A1931 Joint Railways: Scotland and Northern England£15.99 Jan



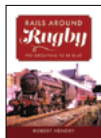
The pre-Grouping Companies were fiercely competitive and would defend any incursion by another company penetrating what they considered to be their 'territories'. Nevertheless, at times they would cooperate. This cooperation resulted in a large number of Joint lines. These Joint lines ranged from fully independent operations, complete with their own staffs, locomotives and rolling stock, to short lengths of railway used by the Joint companies, the cost of maintenance of which was shared. There were more than seventy of these Joint lines, and all feature in this series by popular railway author Patrick Bennett. This volume focuses on those found in Scotland the North of England.

A0014 Midland & Scottish Region Rlys- Late 1940s- Early 1960s£15.99 Mar

The 1950s and 1960s was a time of profound cultural and technological transformation. With images and vivid recollections, we journey back to the newly formed London Midland and Scottish regions of British Railways. We explore favourite routes and railway places, many now changed beyond recognition. Tracksides, at busy stations, in and around depots – an evolving mood is revealed in pictures. In the 1950s, railway pride and optimism overcame staff shortages. Former LMS classes

returned to pre-war performance and modern BR standard designs were introduced. By the 1960s, fiscal efficiency and the dawning diesel era turned pride to neglect. Sparkling steel gave way to dust, rust and flaking paint. This photographic tour includes some of the most characterful former LMS routes. People, machines and landscapes are crystalized on film for future generations; reawakening memories for those who lived through this time of change and offering a fascinating insight for those who are too young to have been trackside.

A1385 Rails Around Rugby: Pre-Grouping to BR Blue £15.99 Dec



This book tells the story of the changes to be seen on the railway network in the Rugby area from before the Grouping of the Railways in 1923 to the BR Rail Blue era of the 1960s, 1970s and 1980s. At the end of the 19th and early 20th centuries, The London & North Western Railway, The Great Central Railway and the Midland Railway all operated in and around Rugby. Rugby was served by two stations, Rugby and Rugby Central, the latter now closed since 1969, and was an important railway junction on what became the West Coast Main Line, with routes to Birmingham and the North West and Scotland in one direction and to London, Euston and Northampton in the other direction. The Great Central route from Sheffield and the East Midlands ran to London at Marylebone. By the 1960s, the West Coast Main Line was electrified around Rugby and that same decade the Great Central closed, as well as the lines to Leamington, Leicester and Peterborough and the engine sheds at Rugby.

A8119 Railway Accidents & Incidents in South-East England £15.99 Feb

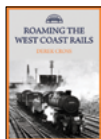
This unique volume is a startling record of memorable, sometimes tragic, happenings culled from the railway history of three counties in south-east England: Sussex, Surrey and Kent. Among the extraordinary incidents in West Sussex was the damage to Bognor station by gale force winds in 1897, followed just two years later by a disastrous fire caused by a porter drying his coat on a stove. At Cocking, in 1951, a locomotive plunged into a gully, resulting in the end of goods services from Chichester to Midhurst. Bramley and New Malden stations were subjected to direct enemy aircraft fire in WWII. Tales of murders include the unsolved 1905 case of Mary Sophia Money, thrown to her death from a moving train in Merstham Tunnel, Surrey. In Kent, an employee at Dover Priory Station, Thomas Wells, shot dead his intolerable boss, Edward Walsh, on 1 May 1868. He received the death sentence and was the first criminal in the country to be hanged privately behind prison walls.

A1535 Railways of the Eastern Counties Since 1970 £15.99 Nov



Over more than fifty years, the railways of the Eastern Counties have seen a vast number of changes. In the early 1970s, many stations, even some of the smaller ones, had a resident diesel shunter for moving empty carriages or servicing the goods yard. First generation diesel multiple units ran most of the secondary lines, with locomotive-hauled expresses being used on the InterCity routes and the Harwich boat trains. Today, modern electric trains speed northwards to Norwich and Kings Lynn, while comfortable diesel units serve the cross-country routes. New electric or bi-mode sets are now operating on other lines. Semaphore signalling has mostly given way to centralised colour light systems.

A9996 Roaming the West Coast Rails £15.99 Dec



The route from Euston to Carlisle has always been the 'Premier Line' and, in Roaming the West Coast Rails, Derek Cross has captured its atmosphere and beauty during the transition from steam to the diesel and electric era. Dealing briefly with the construction of the lines, the reader gains insight into the work of the engineers who built them: Joseph Locke who followed the natural contours of the countryside in long, sweeping curves, and the Stephenson who cut straight through them, straighter than Roman roads. An expert photographer can capture the beauty of both landscape and locomotives: Derek Cross is one of these and the 200 images contained in this book will bring back to life the memories of a 'Duchess' storming Shap summit and show the younger enthusiast what working steam was really like.

A1257 Southern By-Ways: Branch Lines of BR's Southern Region '60s £15.99 Mar

BR's Southern Region witnessed huge changes in the 1960s. At the beginning of the decade steam operation could be seen on many branch lines and byways but by the end steam had disappeared and many of the lines which served quiet or rural locations were destined to close through the Beeching axe. With an array of superb colour photographs ranging across the counties of Southern England from Dorset and Hampshire to Sussex and Kent, in this book railway photographer Laurie Golden presents a fascinating portrait of the last years of steam on the branch lines and by-ways of the Southern Region in the 1960s.

A1395 The GWR's Forgotten Main Line to the North £15.99 Jan

A key part of the Great Western Railway's network was the main line to the North through Birmingham. From London, this route including the Princes Risborough cut-off joined Didcot, Oxford, Banbury and Birmingham, and then Wolverhampton, Chester and Shrewsbury, opening up destinations in the North and North West. The GWR also ran services on its joint lines with the London & North Western Railway and the Great Central Railway, to reach Birkenhead and York. In this book author, modeller and railway historian Robert Hendry draws on his extensive collection of historical images to present a photographic portrait of this significant part of the Great Western Railway through the years.

A1461 The Pontop & South Shields Railway £15.99 Feb

After the financial failure of the Stanhope & Tyne Railroad Company in 1841, a new company was set up to operate the coal-carrying eastern half of the railway that ran from the area around Consett down to South Shields. This new company, the Pontop & South Shields Railway, continued to enjoy success in moving coal from pits in north-west Durham to the shipping point on the River Tyne. Through changes of ownership and modifications to the route, the line continued in use up until the early 1980s and is perhaps best known for the heavy trains of iron ore climbing up the steep gradients to Consett from Tyne Dock, hauled by large steam locomotives and, later, diesel locomotives. Telling the history of this line as it underwent changes, together with stories of runaways and other incidents, this book includes many photographs of this fascinating railway.

A0089 Tyseley: Men and Machines £15.99 Mar

Tyseley depot is unique, having had active steam locomotives based at the depot since 1908. Those managing the steam depot since 1968 have been at the forefront of mainline steam preservation and pioneers of the heritage railway movement from the return of steam to BR in 1971 to the creation of the first publicly owned, charitable controlled Train Operating Company in 2018. This behind the scenes photographic study focuses on the men and machines that form the basis of that story, offering a glimpse of the depot at work, featuring traditional engineering craftsmanship of the highest order. The book also features the record-breaking main line runs of GWR Castle Class - Earl of Mount Edgcumbe, the return to steam of Clun Castle, charter excursions and Shakespeare Express.

CRECY

CR298 British Railways Diesel and Electric Locomotives £35.00 Nov



In this book, Longworth covers in detail all the classes of diesel and electrics locomotives that were introduced by BR from the modernisation plan of 1955 to the present day. Each class, which operated over this lengthy period, is covered inside. The headlong rush to eliminate steam traction and modernise the railways from the 1950s onwards produced very mixed results. Some of the locomotives introduced were highly successful and long lived with examples still in service well into the 21st century whilst others were found seriously wanting and withdrawn completely after only a few years in service. For each class, a concise history is provided giving construction details and full technical specifications. For every individual locomotive, a full listing is provided including all numbers applied throughout its career, names where they were allocated, details of entry into service, full allocation details over their operational life as well as withdrawal and scrapping dates.

CR292 British Railways Freight Terminals Since 1960 £25.00 Oct



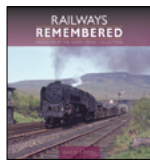
This book illustrates and describes the huge transition that has taken place across the British railway network over the last 60 years in relation to the handling of goods traffic. It provides views of long-forgotten operations forming a stark contrast with the streamlined facilities of today. The book also looks at the range of traction and rolling-stock which was used to manage the nation's railway freight traffic over the decades ranging from steam-hauled pick-up goods trains to today's uniform loads of 2,000 tonnes and more.

Railways Remembered

CR296 ...Images from the Derek Cross Collection

£22.50

Nov



One of the foremost names in railway photography in the second half of the 20th century was that of the late Derek Cross. He was an acknowledged master of his art and whether working in colour or black and white, through his technical ability and his acute eye for composition, he was always able to convey the splendour of the railway in the landscape. Drawing upon his extensive collection of colour images taken from the late 1950s through to the early 1980s, this new collection of the photos of Derek Cross focuses on those years which saw the elimination of the steam locomotive and its

replacement by the first generation diesel and electric traction, a period which is of so much interest for many railway enthusiasts. The book will include more than 200 colour photos and has been compiled by Derek Cross' son David who has also written the captions drawing from his father's notes. This new album is a visual delight and a fitting tribute to one of the great railway photographers of his era.

CR275 ...North East England

£22.50

Oct



This colour album explores the railways of the north east from the 1950s through to the 1970s using hitherto unpublished images from the files of the Online Transport Archive. These cover steam, diesel and electric traction and whilst focusing on the main line railways, the area's heavy concentration of industrial lines is also featured in this wonderful nostalgic reflection of the fascinating railway network of this part of the country.

CR282 ...The Western Region 1962-1972 Blake Paterson Collection

£22.50

Oct



Blake Paterson was both a career railwayman and a railway enthusiast who worked for the Western Region, based at Paddington and Reading. He was also a passionate and very accomplished photographer. Aware of the profound changes to the railway network which were underway, even before the publication of Dr Beeching's notorious report, he resolved to record as much of the changing railway scene, as was possible. He sought innovative angles and unlike many railway photographers of the era, he made a particular point of including people, particularly railway employees, in his

photographs. It is believed that none of the images in this volume have been previously published. This book has been compiled by two lifelong railway enthusiasts who have written many transport books, Kevin McCormack and Martin Jenkins.

CR281 Southern Way Issue 63

£14.95

Nov



Since its first issue published in 2007, The Southern Way has become the acknowledged definitive journal on the history and heritage of the Southern Railway and the Southern Region of British Railways. The quarterly periodical has now reached issue number 61, and it continues to be the 'go-to' reference for all those interested in the UK's Southern Railways. Each issue contains a variety of articles and photo features, each offering an in-depth exploration of an historical aspect of the railways, rolling stock, infrastructure, incidents, events and people associated with 'The Southern Way'. Illustrated throughout its 96 pages, including rare and previously unseen colour images, The Southern Way continues to be the ultimate reference source for railway modellers, historians and enthusiasts.

FIREFLY BOOKS LTD

FF004 Locomotives: The Modern Diesel and Electric Reference

£30.00

Oct



This revised and expanded edition includes data on all the new locomotive models built from 2007 to January 2023, including the latest Tier 4 freight locomotives and electric and diesel-electric passenger locomotives from Siemens. This latest edition also includes production model upgrades and DC to AC modernizations by the major locomotive builders. Containing 32 new pages, and over 300 photographs of more than 120 models, this remarkable large-format reference covers every major North

American locomotive manufacturer as well as North American passenger locomotives imported from Europe. Greg McDonnell provides concise yet comprehensive information on each model, along with easy-to-read tables of production totals, build dates and mechanical specifications.

FONTHILL MEDIA

F5894 1960s Iberian Railway Holiday

£18.00

Feb



Michael Clemens' holidays with his parents in the 1950s and 1960s were as much, if not more, about railways than normal holiday pursuits; however, with the decline of British steam by the mid-1960s, thoughts turned to further afield. From 1965 until 1969, family summer holidays became two weeks in either Spain or Portugal: 1965 Sitges, about 25 miles to the south of Barcelona, Spain; 1966 Benidorm, about 30 miles to the north of Alicante, Spain; 1967 and 1968 Ofir, about 30 miles to the north of Oporto, Northern Portugal; and 1969 Tarragona, about 60 miles to the south of Barcelona, Spain. 1960s Iberian Railway Holiday explores Iberian broad- and narrow-gauge railways with an emphasis on steam, but diesel and electric power are also covered plus trams and trolleybuses. All photographs were taken by the author and his late father. A captivating time capsule from over fifty years ago from the private collection of an internationally renowned authority on steam locomotives.

F5909 Merseyrail Electric: The Award-Winning Network

£20.00

Nov

The self-contained, fully electrified Merseyrail system is an iconic part of the UK's railway network. With 75 route miles of track, sixty-nine stations, and over 800 services, it is the third largest rail system outside London and the South East, transporting around 100,000 passengers safely, efficiently, and to the highest environmental standards on any typical working day. Radiating from the city of Liverpool, it serves the Wirral and parts of Cheshire and West Lancashire, where it has gained numerous awards for reliability, punctuality, and passenger satisfaction. And the future of Merseyrail looks bright: state-of-the-art Class 777 electric multiple units are entering service and extensions of the network are being planned. 'Merseyrail Electric: The Award-Winning Network' is the definitive book on this magnificent network, examining with an expert's eye its development, its rolling stock, and its exciting future.

FRANCES LINCOLN PUBLISHERS

FLP05 London's Underground, Revised Ed: Story of the Tube

£35.00

Oct



It is impossible to imagine London without the Tube. The distinctive roundel, colour-coded maps and Johnston typeface have become design classics. Opening in 1863, the first sections were operated by steam engines, yet throughout its history the Tube has been at the forefront of contemporary design, pioneering building techniques, electrical trains and escalators, and business planning. Architects such as Leslie Green and Charles Holden developed a distinctively English version of Modernism, and the latest stations for the Jubilee line extension, Overground and Elizabeth line carry this aesthetic forward into the 21st century. In this work published in association with TfL and now updated, Oliver Green traces the history of the Underground, following its troubles and triumphs and the essential part it has played in shaping London's economy, geography, tourism and identity. Photography by Benjamin Graham brings the story to life in vivid portraits of London Underground's stations, tunnels and trains.

GREAT NORTHERN BOOKS

GN755 Glorious Years of the LMS London, Midland & Scottish Rly

£27.50

Oct



This book examines the company over the period 1923-1947 using over 250 high-quality black-and-white images. These are split into several sections: locomotives; carriages; war work; road vehicles; stations. The LMSR's territory spread across much of England, Scotland and into Wales and the photographs have been taken at a number of locations. These include stations, lineside, sheds and workshops. Several companies constituted the LMSR, including the London & North Western Railway, Midland Railway, Caledonian Railway, Glasgow & South Western Railway, etc. Locomotives from these are included in the collection, alongside those of Sir Henry Fowler and Sir William Stanier.

GN754 The Last Years of South West Steam

£22.50

Oct



Last Years of South West Steam looks at the region in the 1950s and 1960s as steam traction ended. This is done using 230 evocative colour and black-and-white images. A number of important routes pass through the area, including the Great Western Main Line from Paddington to Penzance and the South Western Main Line between Waterloo and Weymouth. Several local lines and branches also connected places in the South West. Many of the classes that worked in the region are present. These were mainly ex-Great Western Railway designs, such as Collett's Castle, Hall, Grange and Manor Class 4-6-0s or the

FORTHCOMING - OCTOBER 2023 - MARCH 2024

numerous 5700 and 8750 Class 0-6-0PTs, 5101 and 6100 2-6-2Ts, whilst Churchward's 2800 Class 2-8-0s and 4300 2-6-0s were still employed. Some ex-Southern Railway classes feature, such as the West Country Pacifics, Maunsell's N Class 2-6-0, Drummond T9 Class 4-4-0, Adams 415 Class 4-4-2T, Drummond M7 Class 0-4-4T, etc.

GRAFFEG

GR348 **Lost Lines of England- Birmingham to Worcester** £8.99 Oct

In words and pictures, this book describes the Birmingham to Worcester line's development, and the services it supported before the modern railway took shape.

GR342 **Lost Lines of England- Buxton to Matlock** £8.99 Oct

Explore the Buxton to Matlock 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 published.

GRESLEY BOOKS

GB864 **Steaming Over the North Yorkshire Moors** £16.99 Jan



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.

HARPER COLLINS

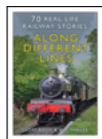
HC279 **Britain's Steam Locomotives: 100 of the Best, from Penydarren to Tornado** £30.00 Oct



It is more than 200 years since the world's first steam railway locomotive hauled its initial load of iron ore and passengers on a short, slow journey. From that time onwards, the evolution of the steam locomotive continued unabated through the 19th century and on into the 20th. Steam haulage on Britain's nationalised railways ended in 1968, yet the British public's love affair with these magnificent machines endures. In this volume you will find features on 100 of the most impressive British steam locomotives, stories of the fascinating engineers who designed them, and beautiful imagery from the country's leading railway photographers. Written by best-selling railway author Julian Holland, Britain's Steam Locomotives is the perfect addition to any railway enthusiast's collection.

HISTORY PRESS

H9456 **Along Different Lines: 70 Real Life Railway Stories** £12.99 Jan



Running a railway is a complex business. However well-run it is there will always be surprises, often hilarious, frequently unexpected, sometimes serious. Here railway professionals recall notable incidents from across their careers on the railways, lovingly compiled by expert railwaymen and authors Geoff Body and Bill Parker. The incidents covered in this illustrated book include such bizarre 'everyday' events as coping with hurricanes, rogue locomotives and runaway wagons, PR successes and otherwise, the Brighton Belle, Flying Scotsman and

Mallard, training course capers, a wino invasion, trackside antics, the Eurostar backdrop, the birth of a prison, and royal and other special occasions. An enjoyable look back at life on the railways.

**H9363 British Railway Standard Steam Locomotives-
The Railway Photographs of RJ (Ron) Buckley** **£20.00** **Nov**



With the formation of British Railways on 1 January 1948, the British Transport Commission took over. As the member for Mechanical and Electrical Engineering in the Railways Executive, Robert Riddles gathered a group of staff to plan, design and construct a group of 12 locomotive types to be 'Standard' classes. These became the new workhorses of British Railways, replacing many older classes whilst at the same time working alongside those classes from the 'Big Four' that had already proved themselves reliable. Designed to allow easy access for both daily maintenance and daily running needs, they were all equipped with Belpaire fireboxes, rocking grates, self-emptying ash pans and self-cleaning smoke boxes. A total of 999 were constructed over 10 years from 1951-1960, ranging from a Class 7 4-6-2, Britannia, to a Class 9 2-10-0 heavy goods locomotive, the last of which entered service in March 1960, given the name Evening Star.

KEY PUBLISHING

K2590 Class 50s- Around London and Beyond **£16.99** **Oct**



The 1980s saw the Electric Class 50s become synonymous with operations out of two London terminus stations, Paddington and Waterloo. The famous Brunel terminus saw commuter services along the Thames Valley corridor to Oxford and Newbury as well as InterCity trains to Bristol and the West Country. Meanwhile, Waterloo was the origin of services over the former South Western route to Salisbury and Exeter. This book takes a pictorial look at the operation of the mighty Hoovers' on both routes with a particular focus on the London end during the type's final years with Network SouthEast. Some time is also spent at Old Oak Common depot, where many of the class were based for maintenance for many years and some ultimately met their end. Over 170, colour illustrations.

K2349 East Coast Main Line Locomotives Haulage **£15.99** **Dec**



This book is a companion to the work West Coast Main Line Locomotive Haulage and gives a flavour of the many varieties of locomotives and other rolling stock that have operated over the East Coast Main Line, including details of its creation and operation. Utilizing over 20 maps and drawings, useful information on line speeds and gradients is also provided. It explores the usage of both diesels and electric locos on this line and ends with a reflection on what the future may hold for this invaluable route. With over 150 images, this volume is an all-encompassing look at locomotive haulage on the ECML.

K2333 Modern Railways Review 2023 **£25.00** **Dec**



Modern Railways Review 2023 captures a snapshot of the industry, with detailed coverage of policy, finance, rolling stock, infrastructure and signalling. The expert editorial team assesses the prospects for the forthcoming year on the railway, describing its key challenges and opportunities.

K2812 Rolling Stock Review 2023-2024 **£10.99** **Oct**



The Rolling Stock Review provides full technical and illustrative material of every class of locomotive, multiple unit train and passenger coach to be found in the UK. Full tabular data of all classes is given, updated for the 2023-2024 edition until July 2023 with more than 1,900 changes. All new and proposed classes are included with full details of equipment, fixtures, and fittings. New for the 2023-2024 edition are preserved locomotives and multiple unit trains, which are authorised for use on the National. The title includes full details of train equipment, fixtures, and fittings. For many classes, interior and driving cabs are fully illustrated.

LIGHTMOOR PRESS

BDL32 British Railways The First 25 Years

Volume 13: East Anglia- Essex and Suffolk

£27.50

Oct



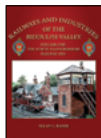
This volume covers the former Great Eastern Railway lines in the southern half of East Anglia, concentrating on Essex and Suffolk, with short incursions over the border into Norfolk and Cambridgeshire to complete the routes. Until the mid-1950s, apart from a handful of L&NER-designed classes such as the 'B17' 4-6-0s and the arrival of the 'Britannia' Pacifics on the main line in 1951, this was still very much a Great Eastern railway. However, it would be completely transformed over the next decade with dieselisation and electrification, the introduction of DMUs and railbuses and the closure of most of the branch lines.

BDL28 Railways and Industries of the Biddulph Valley Volume One:

The North Staffordshire Railway Era

£35.00

Oct



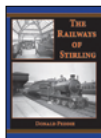
This book, the first of a trilogy, forms a detailed study of one of the N Staffordshire Railway's first branch lines, along the Biddulph Valley from Stoke to Congleton, dating from 1860. It also covers the branch from Milton to the market town of Leek, which opened in 1867, along with the fascinating four-mile Longton, Adderley Green & Bucknall line of 1875, which was originally independent but was absorbed by the NSR in 1895. It contains a wealth of illustrations, maps and plans documenting earlier railway and canal schemes planned to

serve the area, many of which were aborted. This volume takes the reader from inception to the end of the NSR's existence with the 1923 Grouping of the railways. Later volumes will cover the history of the lines in LMSR, and later BR days, detailing the numerous industries the railways served which were, by and large, their raison d'être. Well-illustrated with photographs, old documents, timetables, maps and plans and gradient profiles specially commissioned for the work.

BDL29 The Railways of Stirling

£25.00

Oct



The main railway to the north was completed in the late 1840s and Stirling was naturally on its route. It became a junction with the construction of the line from Dunfermline in the east and that to Balloch in the west. After the amalgamations of the mid-1860s, the main owner was the Caledonian Railway which ran the main line north and south, with the North British Railway operating the two branch lines. Later, the Caledonian-operated line to Oban increased the traffic. Successive improvements in the layout and facilities at the station

resulted in the handsome building and station interior which we see today. Large goods yards were provided both for the extensive local industry and for the interchange of traffic. Locomotive sheds were operated by both companies and these housed an eclectic mix of older and newer engines. Today the station retains its importance in the ScotRail network and has been upgraded to meet modern traffic requirements.

BDL31 Railways, Slate Quarries & Tramways of Blaenau Ffestiniog

£35.00

Oct



Written by two authors with extensive knowledge of slate quarries and the Blaenau Ffestiniog area, this book surveys the network of railways and tramways that were built to extract the slate and then to transport it onwards to its markets, where it 'roofed the world'. Slate created Blaenau Ffestiniog, turning it into one of the most important towns in North Wales and though the industry has largely gone, its legacy lives on, not only in the slate tips that dominate the skyline but also in the surviving railways that add to the town's prosperity today. The book goes beyond the geographical confines of Blaenau Ffestiniog, allowing the authors to devote separate sections to each of the major quarries that had a significant tramway system. The tramways, and what remained of them in later years, together with the three major railways that slate attracted to the town are fully illustrated, with pictures that for the most part previously unpublished.

MIDDLETON PRESS

M5681 Preston to the Fylde Coast Inc Blackpool and Fleetwood

£19.95

Nov



The railways laid across the Fylde from the mid-19th century played a significant role in the development of the peninsula, particularly the coastal towns, which to this day continue to attract tourists from far and wide. This volume highlights the radical changes to the railway system since the early 1960s: steam, diesel and electric traction all feature. The album also details some of the early preservation schemes.

PEN & SWORD

P8990 Branch Line Britain

£30.00

Oct



This book examines the network of British branch lines and other routes that survived the mass closures of the 1960s. While nearly 4,000 route miles were lost between 1963 and 1970, the cuts were less severe than they might have been. Some lines were reprieved because of their social importance, even though they would never pay their way in purely commercial terms. They included some lengthy rural routes, such as those serving the Far North of Scotland, Central Wales and the Cumbrian Coast, as well as some urban backwaters such as Romford to Upminster and the St Albans Abbey branch. As the 1970s progressed, closures became scarce, but cost-cutting measures included the singling of some lines as well as scaled-down stations and simplified signalling. Yet even today, some pockets of traditional operation survive. This book also celebrates several reopened and new lines, ranging from the major Borders Railway project in Scotland to the Stansted Airport and Barking Riverside branches in South East England.

P0324 Britain's Railways in the Second World War

£14.99

Nov



The outbreak of the Second World War had an enormous effect on the railway system in Britain. Keeping the trains running through times of conflict was not such a distant memory for the railway companies and their workers but in this second major war of the 20th century, the task was to prove a vastly different one. The railway system no longer consisted of the hundreds of companies of the past, but the Big Four' still needed to learn how to work together and forget their differences for the war effort. The logistics of the mass evacuation of children, transporting thousands of troops during the evacuation of Dunkirk and the preparations for D-Day, for instance, were unprecedented. At the same time, they had to cope with the new and constant threat of aerial bombing that military advances brought to WWII. This book is an account of the vital role that the railways played in the defence of the country as well as in their support of the Allied forces in theatres of war around the world.

P2272 British Steam Locomotive Builders

£16.99

Dec



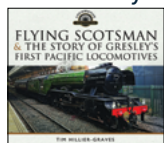
From the early 1800s and for nearly 170 years, steam locomotives were built in Great Britain and Ireland, by a variety of firms, large and small. James Lowe spent many years accumulating a considerable archive of material on the History of the locomotive building industry, from its early beginnings at the dawn of railways, until the end of steam locomotive construction in the 1960s. British Steam Locomotive Builders was first published in 1975 and has not been in print for some years. This useful and well researched

book is a must for any serious railway historian or locomotive enthusiast, 704 pages with reference to 350 builders, 541 illustrations and 47 diagrams. The material in this book has been carefully selected to cover all the leading former steam locomotive manufacturers in the British Isles.

P5953 Flying Scotsman & the Story of Gresley's 1st Pacific Locos

£30.00

Oct



Gresley's first Pacifics, though notable in their day, were made universally famous by one of their number - 4722 Flying Scotsman. Throughout her life she has been feted and glorified far more than any of her sisters and yet when appearing from the LNER Works at Doncaster in 1923 she was just another member of the class, but at some stage, early in her career, she acquired star status and to this day has not lost it. But why is this so and why do people care so deeply about this locomotive even

though her deeds were easily exceeded by Gresley's A4 Pacifics? Was it her styling, her name, her performance or simply the work of incredibly talented purveyors of slick PR? Or was it an amalgam of all these issues? As Flying Scotsman reaches 100 'not out' it is fascinating to reflect on these questions. It is, the author believes, a story without parallel in railway history.

P6317 Railway Travel in World War Two

£25.00

Nov



The popular image of railway travel during the Second World War is that of a sparse service of dirty and grossly overcrowded trains that were forever being delayed. The iconic 'is your journey really necessary' poster campaign is credited with discouraging the public from travelling by train. This book questions these assumptions and examines the mobility requirements of the British public during the war years and aligns these to the level of service provided by the railways. Throughout the war the railways were managed by the

Railway Executive Committee (REC) whose members were all senior railway officers. The conflicts between the REC and the government in respect to controlling passenger numbers on the railway system, which was overcrowded with essential additional war related freight traffic, are examined, as are the propaganda campaigns aimed at restricting 'unnecessary' travel.

P7302 The Clapham Train Accident £25.00 Oct



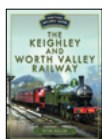
The Clapham Train Accident considers Clapham in its wider context, using official reports and expert interviews to describe both the causes and the terrible effects. It looks beyond the railway to the external factors acting not only on British Rail, but also the government of the time, and considers the safety improvements that came about as a result. Finally, the book brings the story up to date and looks at why the lessons learned over thirty years ago still need to be retained in an industry where the baton of safety is all-too-easily dropped during re-organisation, re-branding and after the departure of those who lived through darker days to make ours shine more brightly. The concatenation of events, the errors, the reorganisations, the financial constraints, which led to Clapham could happen to any business in any industry. On the morning of 12 December 1988, they happened to the railway.

P2470 The Great Eastern Railway, The Early History, 1811–1862 £25.00 Nov



This book is the first of two which covers the history of the Great Eastern Railway and its predecessors from the first proposal for a railway in the eastern counties in 1811 for a railway from Islington to Wallasea Island and Mucking to its absorption into the LNER under the 1923 Grouping of Railways. This volume covers the period from 1811 up to the formation of the Great Eastern Railway in 1862. The book makes use of both previously published works on the GER and its predecessors, but also contemporary documents such as the Directors' reports to shareholders of the Eastern Counties Railway, timetables, reports in local and national newspapers as well as extracts from selected peoples' diaries.

P0221 The Keighley and Worth Valley Railway £25.00 Oct



Now preserved for almost sixty years, the former Midland Railway branch from Keighley to Oxenhope to the west of Bradford may not be one of the country's longest – indeed it only stretches for just under five miles – but it is one of the country's most popular preserved lines. With a history stretching back to the mid-nineteenth century, the Keighley & Worth Valley provided an essential link for the communities that it served for almost a century.

The harsh economic realities of the 1950s made its future uncertain and its fate was, theoretically, sealed before the infamous Beeching Report of March 1963. However, there were a number of local enthusiasts who, having previously witnessed the demise of the ex-Great Northern Railway Queensbury Triangle routes in the mid-1950s, were determined that the Oxenhope line would not suffer a similar fate. With the line preserved, services were triumphantly restored in 1968 and the line has been providing pleasures for tourists and enthusiasts ever since.

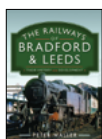
P5563 The London Underground, 1968-1985: The Greater London Council Years £25.00 Nov



London's historic Underground railway system in the period from 1968 to 1985 was a vastly different place to today. Much of its rolling stock dated from before World War Two, most trains were two-person operated as the 1970s dawned. Jim Blake recorded most of the system before it would change forever, concentrating on the older rolling stock as well as other items of interest due for replacement or modernisation. The transfer of overall control of London's buses and Underground system to the city-wide Greater London

Council at the beginning of 1970 was removed by the Thatcher regime in 1984, after which things rapidly went downhill. This book covers the years of GLC control, including the months prior to their taking. Many rare and unusual scenes are here, including the uncompleted Northern Line extension between Drayton Park and Highgate, which had been so close to completion when work was halted during the war, but then abandoned in the early 1950s.

P7342 Rlys of Bradford & Leeds- Their History & Development £30.00 Oct



It was to the south-west of Leeds that one of the key lines in the development of Britain's railway network, the Middleton Railway, established the principle of seeking parliamentary sanction for the construction of a new form of transport. Five decades later in the early 19th century it was again the Middleton Railway that was at the forefront of the use of steam power to move coal from colliery to market. From the early 1830s through until the early years of the 20th century, the local railway network continued to expand. If it had not

been for the outbreak WWI the area would have played host to one of the last first-generation main lines to be constructed, a new main line north from Royston. In the event the line was never completed, consigning Bradford to be served by no more than glorified branch lines. Providing a largely illustrated account to the history of the railway development of the area, the book focuses on the evolution of the network in the almost 80 years since the end of WWII.

P4881 The Southern Region (BR) Class 73 and 74 Locomotives £20.00 Oct



The Southern Region of British Railways had long sought to design a locomotive capable of working on electrified lines and non-electrified station yards and sidings. In 1959 British Railways approved a design, designated Class HA, later British Railways Class 73, which combined the electrical equipment of the latest EMU design with the standard English Electric diesel engine in one bodysell. An initial order was placed for six locomotives but allocated to Eastleigh Carriage and Wagon Works because the design used stock components normally found on the multiple unit fleet. The locomotives were released to traffic during February 1962 followed by a further 43 improved Class 73 locomotives which were built by English Electric. The locomotives proved a useful design but when British Railways was privatised in 1994 the new operator considered them surplus and sold them. Some were converted for special purposes forming into sub-classes so in December 2022 30 of the 49 fleet still remained active in service.

P7022 Western Region Steam Locomotive Depots £28.00 Nov



From the opening of the Great Western Railway in 1838 to the end of steam traction on the Western Region in 1965 the 'engine shed' formed a vital role in both the infrastructure and operation of the railway. As the Great Western system expanded so did the need for larger locomotive servicing facilities and from the 1870s right through to the 1930s many sheds were rebuilt into larger locomotive depots or in some cases replaced by entirely new structures. Nationalisation of the railways in 1948 saw the formation of the 'British Railways Western Region'. Apart from a few early sub-shed closures the number of Western Region steam depots and sub-sheds remained almost unaltered until the regional boundary changes of 1958. This book illustrates Western Region steam depots and 'sub sheds' that were in operation in the mid-1950s. Today the unique atmosphere of the steam 'shed' can still be experienced at Didcot, where the original 1932 locomotive shed forms the centrepiece of the Didcot Railway Centre.

PLATFORM 5 PUBLISHING

PF406 The Beaten Track Volume 3: The Traction and Extremities of Britain's Rail Network 1970-1985 £34.95 Oct



The Beaten Track Volume 3 – a third selection of the best colour photography from 1970–1985. More than 250 high quality colour 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. Hardback. A4 size. 176 pages.

QUAIL MAP COMPANY

QM716 Railway Track Diagrams 3 Western & Wales 7th Ed £16.95 Oct



Railway Track Diagram's whole purpose is to record the modern railway in the fullest possible detail for the benefit of the widest range of users. The maps try to show every running line, connection and cross-over on the main lines and in sidings and depots. All passenger and freight routes are shown for the national network, for the Heritage and private lines related to or previously part of it and for other public service railways. All major infrastructures such as stations, signal boxes, junctions and tunnels appear with their name and railway mileages; most level crossings are also included together with information describing their type. Specific industry information, such as Engineers Line References and Line of Route codes, is given together with some guidance to link today's lines back to the original pre-grouping owners. A comprehensive index covers the named locations on the maps and separate listings are included for ELRs and LORs.

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SILVER LINK

S4586 Railways & Recollections 124 The Fairbourne Railway £11.99 Nov



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

S5899 The Bluebell Railway- A Line for all Seasons £35.00 Nov



Opened in 1960 to 'preserve the puffer for posterity', a trip along the Bluebell Line is one of the most relaxing and enjoyable journeys one could wish for. In the spring bluebells, from which the line takes its name, carpet the many woods adjoining the line while during the summer months special events attract railway enthusiasts from far and wide. The stunning autumn tints are a joy to behold while the highlight of the winter period is the annual visit by Father Christmas which brings such joy to the children. The Bluebell is truly a line for all seasons.

S5303 The Helston Railway Past & Present (New Edition) £22.00 Dec



For transport enthusiasts Helston is famous for having the most southerly railway station in the UK, and the starting point of the first railway-operated motor omnibus service in Great Britain, introduced by the GWR in 1903. Although plans for a railway were laid in the 1840s, it was not until May 1887 that the branch from Gwinear Road opened, winding through the Cornish countryside to Helston. In 1898 it was taken over by the GWR to serve the local community. Rumours of closure began to circulate in the early 1960s, and in

November 1962 the last passenger train ran. Goods traffic continued for a further two years, then the line was closed and lifted. Happily, that was not to be the end of the story as the Helston Railway Preservation Society undertook the task to bring this line back to its former glory. May 2012 marked the 125th anniversary of the opening of the Helston Railway, and the first edition was published to mark that important date. This new expanded 2nd edition brings the story up to date.

S4563 The Severn Valley Railway Stock Book £14.99 Dec



Over the years the Severn Valley Railway (SVR) has amassed a magnificent collection of locomotives, carriages, freight wagons and maintenance rolling stock. This volume is the long-awaited new edition, the first to be produced by Silver Link in association with the SVR, and follows the popular Visitor Guide, recently published and selling fast. Compiled by David C Williams, a founder member and director of the railway, with contributions from fellow SVR volunteers and enthusiasts, this comprehensive volume covers all current stock

on the railway and includes details of many past visiting and resident items. Comprehensive details are provided for each item covered and the illustrations provide ease of recognition. Railway modellers will find the information contained within these pages of particular interest as they seek to extend their collection of rolling stock.

SKYHORSE PUBLISHING

SKY64 Steam Trains- A Modern View of Yesterday's Railroads £14.99 Jan



Few images speak as clearly of a time and a place as a dramatic black & white photograph of an American steam locomotive powering through that storied era of railroad history. All the new photographs in this beautiful book meticulously recreate that original style, capturing the bygone age of steam rail against the settings of its heyday, including period architecture and other details. The result is the crisp, stunning quality of contemporary photography of the iconic locomotives of yesteryear. Featured trains include the Milwaukee Road; the Cumbres and Toltec snowplow runs; the Cotton Belt 819 in Arkansas, Missouri, and Illinois; the Savannah and Atlanta No. 750; the Frisco 1522 in Missouri; the Norfolk and Western 611 and 1218 in Georgia and Tennessee; the Union Pacific 3985 in Wyoming, Nebraska and Arkansas. Evocative photographs and accompanying narrative accounts of the locomotives brings this era to life.

After 10+ years of our UK postage rates staying the same, we have had to make the decision to increase the minimum postage cost on our orders. For all orders under £25, a £2.50 charge is due.

Nothing has changed for orders totalling £25.01-£59.99, they are still charged at 10% and any order over £60 is still sent out post free, as will any order including a full priced **Venture publications**, our own imprint.

THE FIFTY FUND

FF691 Hoovering Around Bristol and Bath

£22.95

Oct



This book focusses on the trains hauled by class 50s locomotives in and around the cities of Bristol and Bath. The first of the English Electric built locomotives arrived for duty at Bristol Bath Road depot in 1972 and for the next twenty years they were a staple of freight, passenger and maintenance trains in the area. It looks at each of the main routes and branch lines from 1973 to the current day with many pictures from both before and after the major refurbishment of the class. For the purposes of this book the area considered to be Bristol and Bath is the area inside the following

locations: To the North: Cam and Dursley, To the East: Thingley Junction and Hullavington, To the South: Bradford Junctions and Cogload Junction. To the West: The Severn Tunnel portal near Piling.

UNIQUE PUBLISHING SERVICES LTD

UQE15 British Rly Stations 1825-1900- An Essential Gazetteer £17.99

Oct



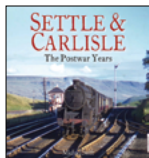
Railways initially developed to carry freight but, quickly, it became clear that there was a demand for passenger traffic as well and these new travellers required facilities – the railway station was born. Whilst the vast majority of stations opened before 1900 survived into the post-Victorian era, a sizeable number did not. This book examines those stations that were opened during the 19th century and were to survive into the 20th. Some 1,200 stations are covered. Each has a small map, with information provided, that includes the

Ordnance Survey 10-digit National Grid Reference, where known, and the site's current status. An appendix lists some of those that had only the briefest of existences and as a result, were excluded, plus a large majority of those which were rebuilt on the same site (and thus had continuous use into the 20th century). With its comprehensive information about closed stations, this book is an excellent companion to the many railway atlases and station chronologies.

UQE14 Settle & Carlisle- The Postwar Years

£11.99

Oct



There are few more spectacular railway lines than the route from Skipton to Carlisle through Settle and Appleby, but in fact it was a route that was nearly never built. Had the London & North Western and Midland railways been able to agree the use of the existing line, the glorious Settle & Carlisle line would never have been constructed. The ambition of the Midland Railway, however, meant that the creation of the line through the Pennine countryside became an imperative and, in conjunction with the

North British, a new Anglo-Scottish route was completed. Following Grouping and Nationalisation, the Settle & Carlisle line became increasingly threatened, particularly after the associated ex-North British route to Edinburgh via Hawick closed in 1969. Threatened with closure on several occasions, the Settle & Carlisle survived and this much-loved line is now regarded as one of the most scenic railways in the country. This book is a pictorial tribute to the men and machines that operated this classic main line.

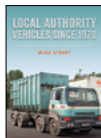
OTHER TRANSPORT

AMBERLEY PUBLISHING

A0858 Local Authority Vehicles Since the 1970s

£15.99

Oct



Local government has undergone significant changes since the early 1970s. Firstly, in 1974, the county boroughs, urban districts and rural districts were replaced by district or borough councils operating under county councils. At this time local authorities were responsible for the operation of a large number of services within their boundaries including road construction, maintenance and cleansing; refuse collection and disposal; parks and playing fields; as well as education and social services. In the 1980s competitive tendering saw many

services either contracted out to private companies or operated by in-house direct labour organisations. From 1996 another reorganisation saw the creation of many unitary authorities responsible for all services in the area. A large variety of vehicles, from pedestrian-operated pavement sweepers to maximum capacity articulated units, were used on these duties. This book looks at some of the vehicles in use by local authorities, from Devon to Scotland, since the 1970s.

A1711 Merseyside Fire Engines

£15.99

Mar

In this book, Andy Daley takes you on a pictorial journey depicting the history of fire engines on Merseyside. Saviours from the scourge of fire and countless other emergencies, Merseyside Fire & Rescue Service has always operated a diverse and eclectic fleet of fire engines - from Dennis, Ford, Bedford and Leyland vehicles inherited in 1974, through to a brief flirtation with Dodge's in the 1980s, up to the modern era of Dennis Sabres and finally Scania. Only the most innovative and reliable fire engines have been used to protect the hustle and bustle of Liverpool city centre, the vast and sprawling docks with its Victorian -era cotton warehouses and shipping, row upon row of terraced streets, and more. Merseyside's firefighters needed the best to protect Liverpool and its surrounding urban metropolis.

A0862 Northern European Emergency Vehicles

£15.99

Oct



The modern emergency vehicle comes in a bewildering variety of forms and functions, but their aim is fundamentally the same – to save or preserve life and property and maintain public safety. This book presents a photographic journey across the UK and Northern Europe, looking at some of the common and not so common emergency vehicles that can be summoned to our aid and assistance. The author's journey has taken in some of the familiar and not so familiar 'heroes' that serve their local communities with dedication, pride and a sense of public service. Some of the vehicles inside will be familiar to you, either in their role or even livery, others will come as a surprise. Looking at ambulance and medical services; fire and rescue; police and law enforcement; and specialist emergency services, this carefully curated selection of photographs offers a fascinating insight into the wide variety of vehicles that can be found across northern Europe.

COMMERCIAL VEHICLES

AMBERLEY PUBLISHING

A0084 Fairground Lorries

£15.99

Mar

The days of the fairground operating with steam traction engines have long since gone – the next vehicles to enter the tobers were the internal combustion engine, lorries with both petrol and diesel engines being used. As time went on these old vehicles were brought up to date, and today scene includes modern high-powered lorries, some in articulated form, to cope with the ever increasing demands of sophisticated trailer-mounted loads and greater distances to travel. With a wealth of rare and previously unpublished images, Carl Johnson offers a fascinating record of fairground lorries.

CARS & MOTORING

AMBERLEY PUBLISHING

A1974 Bristol Six-Cylinder Cars

£15.99

Mar

Bristol Cars began as the motoring arm of the Bristol Aeroplane Company, one of the world's most successful aircraft companies of the 1920s and 1930s. In this book, Bristol Cars expert Christopher Balfour provides a fascinating history of the Bristol six-cylinder cars produced between 1946 and 1961. Starting with the background to the Bristol Aeroplane Company, founded in 1910, this informative book discusses the development of the first six-cylinder Bristol model, the 400, and its reveals its connections with BMW designs that came back to Britain as war reparations. The next cars in the series, the 401, 402 and 403, were developed from an Italian 'Superleggera' all-metal body design which helped the cars achieve worldwide acclaim but were expensive to produce. Changes were made to the 404 and 405 models, with part-wood bodies to reduce costs. As problems grew with the parent aircraft company, Bristol Cars became separated, and the author discusses the challenges they faced here.

A1574 Farina MG and Riley Saloons

£15.99

Mar

Based on the BMC Morris Oxford body, the Farina and Riley MG saloons were successors to the successful MG Magnette ZA and ZB. Introduced in November 1958, the MK III was a combination of distinct parts, including engine, gearbox and rear axle borrowed from the ZB model and based on an A55 floor pan. The standard cars were produced as four separate models, the Austin A55 MkII, Morris Oxford Series 5, Wolseley 15/60 and Riley 4. The MG Magnette Mk3 and Mk4, and the Riley 4/68 and 4/72 were the up-market versions. In this book, MG expert Neil Cairns tells the full story of these rare cars that caused controversy when they were launched due to accusations of badge engineering but which proved in many ways to be ahead of their time, as badge engineered cars became the norm. Although the Riley and Farina MG saloons were criticised for not having the performance of the previous MG Magnette model, they form an important part of the history of MG and that of Morris, Austin and Riley.

AUTO REVIEW PUBLICATIONS

MH194 Tesla and the Other New Electrics

£5.95

Nov



As Tesla grew to be one of the biggest car brands in the world, and other new start-up companies were pouring into the electric vehicle market, it was obvious that the Auto Review series should cover them. The 21st century saw a shift in the world motor industry, away from internal-combustion engines to cleaner alternatives, mostly battery-electric, though hydrogen fuel cells also got a look in. This meant drastic changes of direction for 'legacy' vehicle makers, developing new electric vehicle designs, retraining workers and retooling factories, at great expense (\$50bn for Ford, \$64bn for Honda). In addition, investment at similar level was needed for new battery 'gigafactories' close to car plants. In this publication we look mostly at the 'new names' who could start with a clean sheet, though they needed vast upfront investment to secure a share of this lucrative new market, and some became 'unicorns' (start-ups worth more than \$1bn).

MH193 The VW Golf

£5.95

Oct



The Volkswagen Golf hatchback was created to replace the VW Beetle. It became an international best-seller in the 'supermini' sector, setting the standard against which other cars were compared, and in its GTI form the Golf was the quintessential 'hot hatch'. Approaching 40 million Volkswagen Golfs have been produced since its launch in 1974, making it the best-selling VW model, and in 2024 the Golf celebrates half a century in production. Volkswagen calculate that a Golf is sold somewhere in the world every 40 seconds. There have been eight Golf generations since 1974, each one adding a little more sophistication to the package. The Golf platform was so well-designed that many other Volkswagen models were built on it, as well as other VW Group vehicles in the Audi, Škoda and SEAT ranges. The story of the Golf is told in these pages, along with many of the other cars built on the same platform.

AVALON TRAVEL PUBLISHING

ATP83 The Open Road: 50 Best Road Trips in the USA (2nd Ed) £21.99

Oct



Get inspired and get ready to hit the road with the ultimate guide to America's best road trips! This book features: strategic lists and road trip options, choose from lists of the best coastal drives, cross-country journeys, trips for kids, awe-inspiring views, and more. Flexible itineraries are given with 50 different road trips organized by region and gear you up for any adventure, from a weekend getaway to a cross-country trip. Can't-miss stops from coast to coast from Leaf-peeping along the Blue Ridge Parkway, looking for wildflowers on Arizona's Apache Trail, or gazing at the mysterious Marfa Lights blinking over the West Texas desert. Get expert advice from seasoned road-tripper, and author, Jessica Dunham with comprehensive planning resources, easy-to-use maps, helpful info on things to do, lodging, and dining for every route, clear directions to each route's starting point, and tips for minimising your environmental impact along the way.

CROWOOD PRESS LTD

CW178 The Rootes Story Vol. II - The Chrysler Years

£40.00

Oct



This illustrated work focuses on the Rootes Group during the 1960s and 70s, the vehicles produced by the company, the people that created them and the events that led to Rootes selling out to Chrysler Corporation of America and eventual acquisition by the French Peugeot company. A valuable backdrop to the events is provided throughout the book by ex-Rootes employees and management.

CW211 Volvo Model by Model

£25.00

Oct



The book invites the reader, both Volvo fans and those with a more general interest in motoring - on board the company's landmark cars. Volvo Model by Model brings Volvo to life with the feel of the cars from behind the wheel, from the side-valve OE4 to the electric C40, with legends like the 240, the XC90 and the 850 in between. Volvo's marketing strategies from safety to sporty and back again are examined, with thoughts from contemporary road tests.

SKIRA

SK178 Aston Martin

£42.00

Dec



With over 200 stunning colour images, this volume explains the forces behind Aston Martin as a world-leading carmaker and celebrates the cars' speed, durability, reliability, sophistication, leading technology, and sporting nature. The story behind the iconic prowess, spirit, and mobility of this great enterprise is introduced in the preface by Sir Stirling Moss. By recounting his career as a race driver for Aston Martin, he sheds light on the swift development in style, technology, force, and sophistication that led the make to acquire its legendary status.

TROPE PUBLISHING CO

TP317 The ABCs of the Automotive Industry

£14.99

Oct



The ABCs of the Automotive Industry introduces readers young and old to some of history's most iconic (and sometimes) forgotten cars, from Azzurra to Zagato. Focusing on a logo, emblem, or hood ornament design for each letter of the alphabet, author and designer Carlos Segura details the unique history of each company. The ABCs of the Automotive Industry is sure to delight both current and future car-lovers and automotive enthusiasts.

VELOCE PUBLISHING

VE776 Jaguar- A Pictorial History 1922 to 2005

£19.99

Oct



This book includes information covering Jaguar's early history from 1922 and lists all model ranges and models thereafter, right up to the 2000s. With model-by-model descriptions and detailed technical information, this will be a great resource for all Jaguar and automotive enthusiasts. This book contains hundreds of photographs, obtained by the author during his years involved in the Jaguar Drivers Club and Jaguar Enthusiasts Club as well as those provided by the Jaguar Heritage archives. This Pictorial History includes:- Detailed model-by-model comparisons, including changes in model production- Extensively illustrated with colour and black & white photographs- Body and interior styling identification and differences, along with colour schemes- Detailed technical information and specifications- Standard and optional equipment details- Dashboard instrument layout drawings and photographs- Production figures as a total or individual model where available.

VE792 Porsche 911 (991)- The Definitive History 2011 to 2019

£50.00

Oct

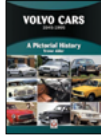


The definitive history of the Porsche 991-series 911s, with all major markets looked at in detail to cover all variants and put the story into perspective. Illustrated throughout with contemporary photography sourced from the factory, this book serves as the perfect guide to this best-selling 911 generation in all its forms. Written by an acknowledged Porsche expert, with the full co-operation of the factory.

VE613 Volvo Cars 1945-1995 A Pictorial History

£19.99

Oct



A comprehensive pictorial history of Volvo cars produced from 1945 up to and including models in production in 1995. This really is the 'go-to' publication if you need to compare specific models. The many models are categorised and detailed across several chapters. This book is a trip down memory lane for any post-war car enthusiast with fantastic illustrations from several sources, including line drawings, black & white plus colour period photos including interior detail. All models are covered including saloons, sports derivatives, limited editions, estates and coupes. A section on motor sport achievements and TV/ movie appearances is included, along with contemporary advertising headlines, complementing the historical content, technical specifications, key production changes and build figures.

To order by post, please address the envelope 'FREEPOST MDS BOOK SALES' on the front, and put your name and address on the back as sender, if you like.

We are seeing an increasing number of orders arriving which have incurred fees from Royal Mail due to being addressed incorrectly. If you are unsure, give the office a ring and we can help you.

AIRCRAFT

AIR WORLD

P6887 Silver Spitfire- The Longest Flight

£25.00

Dec



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.

KEY PUBLISHING

K2355 Airlines of South and South East Asia

£15.99

Dec



Illustrated with 180 colour photographs, with extended and informative captions, this book looks at the airliners of South & South East Asia.

K2427 Mosquito

£15.99

Dec

If one aircraft epitomises the sheer daring of RAF aircrews during World War Two, it is the de Havilland Mosquito. It was a mount that performed many roles - bomber, night-fighter, fighter-bomber - and, undoubtedly, it remains legendary due to the audacious ultra-low-level raids performed against targets such as Amiens prison in France, and seemingly almost skimming the waves during Coastal Command attacks on Axis shipping, often running the gauntlet of enemy flak. Let us not forget the stellar reconnaissance work also conducted by Mosquitos throughout the war, but rubber-stamping its versatility and longevity, the 'Mossie' continued to provide sterling service after the conflict, at home and abroad. This highly illustrated book gives readers an insight into this remarkable aircraft.

MISSOURI HISTORICAL SOCIETY PRESS

MHS63 Come Fly with Me: Rise & Fall of Trans World Airlines

£19.00

Oct



This book recounts how three larger-than-life personalities- Charles Lindbergh, Howard Hughes, and Carl Icahn-shaped the history of Trans World Airlines (TWA) and determined its fate. It is the story of how powerful, strong-willed individuals created and ultimately destroyed an American icon that had deep roots in Kansas City and St. Louis, Missouri. This book traces the airline from its origins in the 1920s to the twenty-first century. By using unprecedented access to the entire TWA corporate archives and interviewing key business leaders, the authors have crafted a compelling tale of a corporation, an industry, and an era.

SHIPPING & MARITIME

SEAFORTH PUBLISHING

P5305 RMS Queen Mary- The World's Favourite Liner

£40.00

Nov



Probably the most famous, and certainly one of the best-loved ships in the world, the Cunard transatlantic liner RMS Queen Mary has now been preserved at Long Beach, California as a floating hotel and tourist attraction for more than fifty years, comfortably longer than her 31-year career as an ocean liner. Laid down in 1930, Queen Mary's construction was severely delayed by the Great Depression. Eventually completed in 1936, the ship was an instant success, capturing the famous Blue Riband for the fastest crossing of the Atlantic later that year, and regaining it in 1938. This new

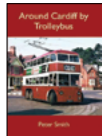
and expanded edition has been completely revised and brought up to date to describe the ship's last twenty-five years, and it incorporates a wealth of new photography. Stunningly illustrated throughout with views of the ship under construction, at sea in her heyday and at rest in Long Beach, it will appeal to all ocean liner enthusiasts and those more general readers fascinated by the heyday of transatlantic travel.

BUSES & TROLLEYBUSES

ADAM GORDON

AG451 Around Cardiff By Trolleybus

£35.00



This book illustrates, in colour and black & white, all the routes operated, with many previously unseen images. The backdrop to a great many of the photographs has changed dramatically since the trolleybuses finished in 1970, and thus they present an interesting insight as to what Cardiff looked like when the trolleybuses were operating. A small line map showing the roads the route passed along plus timetable frequencies are included in each chapter. There are many interesting 'now and then' comparisons between trams and trolleybuses at certain locations. The single-deck trolleybus service, linking the city centre with the docks is well covered in colour. With the introduction of trolleybuses in 1942, a PAYE system with a flat fare of 1d was inaugurated, and a brief history of this method of fare collection is also included. Overhead junctions, feeders and dewirements, the illuminated trolleybuses, depot views, fleet list and maps are all illustrated in this 168-page hardback A4 book.

ALAN HILEY

AH913 Buses & Coaches of Derby, East Staffordshire & South Derbyshire

£9.95

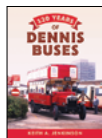


Using the photographs of Colin White, Alan Hiley covers Stevensons and Green Bus at Uttoxeter, Burton Corporation and East Staffordshire Council, Derby Corporation and its successors up to Arriva, the bus wars in Derby with Camms of Nottingham, Midland Red North and Mercia. Moving to South Derbyshire, this book covers Midland Red in Swadlincote and Leicester. Blue Bus of Willington and a road run in 1976 from Burton to Derby with preserved vehicles. Finally, the book explores Stevensons at the time when they took over the Midland Red garage at Swadlincote.

AMBERLEY PUBLISHING

A6654 120 Years of Dennis Buses

£15.99



The origins of Dennis Brothers dates back to the 1890s, when John Dennis moved from his home in Devon to Guildford and began building bicycles. In 1901 he diversified into motor vehicles, at first cars and two years later vans, fire engines, and buses. While car production ceased in 1913, development of the larger vehicles grew and after the First World War the company's products were to be seen across the whole of the UK and several overseas countries. In 1972 it was sold to the Hestair group and between 1989 and 2004, when it was purchased by consortium Alexander Dennis, it changed ownership several times. Over the years Dennis has produced a wide and varied range of buses and coaches and is now the UK's largest manufacturer of passenger transport vehicles. This book will trace the development of Dennis in text and photographs, none of which have ever previously been published.

A1261 Buses in East Yorkshire

£15.99



Kingston-upon-Hull Corporation Transport set about replacing its trams with trolleybuses in the 1930s, but the war meant that trams did not finish until 1945. Motorbuses took over all operations in 1965. The fine blue and white buses of the municipality were a feature of the city until 1994, when the stripes of the Stagecoach Group began to be applied. The area's other major operator, East Yorkshire Motor Services, can trace its history back to 1919, though the name was not registered until 1926. The company's buses were soon to be found throughout the East Riding, with the double-deck vehicles easily recognisable due to having specially profiled roofs to pass through Beverley Bar. EYMS became part of the National Bus Company and was later purchased by its management team. It soon became the UK's largest independent. 2018 saw the company sold to the Go-Ahead Group. Today, the smart and modern fleet can be seen throughout the county and beyond.

A1415 Buses in Lancashire, Greater Manchester and Merseyside

£15.99



Lancashire and its neighbours Greater Manchester and Merseyside form one of the most populated parts of England. In this book Peter Tucker takes us on a lively photographic tour of the regions transport scene. The journey takes us everywhere from the Fylde coast to the peaceful Lune Valley, as well as the old industrial towns of Accrington, Blackburn, Nelson and Preston. Also featured are the bustling metropolitan boroughs that makeup Greater Manchester and Merseyside, plus towns as diverse as Bolton, Ramsbottom and St Helens.

RECENTLY PUBLISHED TITLES

Buses in Greater Manchester, Lancashire and Merseyside is packed with quality photographs and information about this fascinating part of England. It is sure to delight those interested in the transport history of the North West.

A1407 Buses in South and West Yorkshire

£15.99



The Metropolitan counties of South and West Yorkshire have some of the most intensive bus operations outside Birmingham and London. The former metropolitan counties include considerable amounts of rural terrain alongside densely populated urban areas. Author Peter Tucker takes us on a lively photographic tour of the region's transport scene. The journey takes us everywhere from genteel towns like Horsforth, Ilkley and Wetherby down to areas of heavy industry such as the Don Valley in Sheffield. In between we visit places as contrasting as Barnsley, Dewsbury, Pontefract and Rotherham and Swinton. Yorkshire's cosmopolitan cities are not forgotten either, as we explore Bradford, Leeds, Sheffield and Wakefield. Featuring operators such as Arriva, First and Stagecoach, this publication also looks back to the 1990s with photographs depicting buses of the now defunct Yorkshire Rider, Yorkshire Traction and West Riding.

A1289 Buses in the Lake District and North Lancashire

£15.99



The English Lake District and North Lancashire is one of the most beautiful regions of Great Britain. It is also one of less documented areas of the modern bus scene, being sparsely populated, relatively remote and lacking in bus services. Here, Peter Tucker presents a photographic survey of the area since the 1990s. Packed with a wealth of largely unpublished photographs, the book features a wide variety of places including Ambleside, Barrow-in-Furness, Kendal, Keswick, and Windermere – plus Carlisle and the Lancaster and Wyre districts of modern Lancashire. In addition to the well-known towns of Lakeland, the book features less photographed locations including Brough, Buttermere, Dalton-in-Furness, Greenodd, Kirkstone, Levens Bridge, Portinscale, Troutbeck Bridge, and Warton, plus many more.

A1311 Coach Travel An Illustrated History

£15.99



This book offers a concise chronological history of bus and coach travel, exploring the significant contribution this form of travel has made to the development of Britain's tourism industry. Through eight chapters the book explores the way that bus and coach travel has evolved, from early horse-drawn carriages to the latest electric busses, taking readers on a journey of technological innovation, public and private sector ownership and of competition between rail, air and road transport. Along the way, Peter Robinson and Harry Cameron look at both scientific developments and the role of busses and coaches in popular culture, examining the public's enduring fascination with group travel, coach tours and heritage collections.

A1251 Hampshire Buses in the 1960s & Early 1970s

£15.99



Bus operations across Hampshire, England's eighth largest county, are covered in this book, with the bus scene in each district, town and city in the county being fully described and illustrated. Major companies Aldershot & District, Hants & Dorset, Southdown, Southern National, Thames Valley, Western National and Wilts & Dorset are all featured. Municipal operations at Bournemouth, Portsmouth and Southampton, including trolleybuses at Portsmouth until 1963 and Bournemouth until 1969, are well represented. Large independents King Alfred at Winchester and Provincial at Gosport, which added such variety to the county's bus operations, are included as is commentary and pictures covering smaller independents which mainly provided rural bus routes. Royal Blue Express Services, which threaded coach links across Hampshire and beyond, are well illustrated. Hampshire born and bred author Philip Wallis recalls a bygone but not so distant era and some bus companies that would disappear under NBC rationalisation.

A1365 Independent Buses Around Stoke-on-Trent

£15.99



In this book, Cliff Beeton looks at the plethora of independent operators that have, alongside PMT, provided bus services in and around Stoke. Operators featured here include Berresfords, Stoniers and Turners, who were later swallowed up by the ever expanding PMT, and the likes of Proctors, Pooles Coachways and Stevensons, who eventually fell by the wayside or were sold to larger groups. Local coach operators like Copelands, Scraggs, Bakers of Biddulph, Ladyline and Stanways expanded into buses after deregulation, alongside new starters like Knotty Bus, Wardle Transport, D&G Bus, RML Travel, Midland Classic, Stantons of Stoke, and Select Bus Services. These all added further variety to the local bus scene. With previously unpublished images throughout, this book celebrates the variety of bus in and around the city.

RECENTLY PUBLISHED TITLES

A1877 London Transport Buses, Trams & Trolleybuses in Preservation £15.99



When London Transport was formed in 1933 it became the world's largest municipal transport undertaking, peaking at some 9,000 buses, trams and trolleybuses. London Transport inherited a small selection of historic vehicles that had been retained for preservation and continued this process of retention and display, leading eventually to the establishment of the London Transport Museum. With the growth of private preservation from the 1950s, it is no surprise that there are now more ex-London Transport vehicles preserved than from any other company and that these can be regularly seen both static and active at heritage and museum sites and at many enthusiast-themed events.

A1503 National Bus Company Service Vehicles 1972-1986: Another Look £15.99



The erstwhile National Bus Company was the largest bus company in the world and, like any large organisation, it required auxiliary vehicles to support its core activities. Formed of around thirty-six local constituent companies and the 'NATIONAL' Central Activities Group, each company had its own Service Vehicle fleet to support its operations, varying from Heavy Vehicle Recovery to Driver Training and every other facet to keep the fleet operational. Well photographed and documented were the former PSV conversions, Driver

trainers, Tree loppers or Towing buses, as these were based on a bus and attracted the photographers' lens. The commercial vehicles owned by the NBC, in an era when film was precious, were often ignored by enthusiasts, making photographs very rare. In this second volume we look at more examples used by the NBC between 1972 and its demise in 1986.

A8579 Stagecoach South West £15.99



The highly varied territory of bus operator Stagecoach South West extends from the city centres of Exeter and Plymouth to busy seaside resorts and the rural country areas of Devon, and also strays into neighbouring counties. This book will illustrate the services and vehicles operated by the company in recent years, with extra focus on popular subjects such as open-top vehicles and the South West Falcon coach operation. All photographs will be previously unpublished and were captured by the author.

BRITISH BUS PUBLISHING

BB343 2023 Go Ahead Bus Handbook £21.25



Correct to May 2023, this edition updates the fleets of the Go-Ahead Group. The highlight of this publication is the large number of additional buses purchased during the epidemic and the significant reallocations of buses with Go-South Coast. As usual, many high quality pictures included. Contents include: Go North East; East Yorkshire; Go North West; Oxford Bus Company; Konectbus; Heddingham; Go-Ahead London; Metrobus; Brighton & Hove; Go South West and Go South Coast.

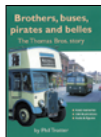
BB365 London Bus Handbook 2023 11th Ed £22.25



The 11th edition of the London Bus Handbook, published in September 2023 includes the operators and vehicles used on TfL routes along with the open-top tour fleets. Full details include allocations to garages and lavishly illustrated in colour. Not just a fleet book but one to keep on the bookshelf.

BRYNGOLD BOOKS

BG057 Brothers, Buses, Pirates and Belles. The Thomas Bros Story £35.00



Brothers, Buses, Pirates and Belles provides the story of Thomas Bros. (Port Talbot) Ltd, told for the first time, alongside that of the pre-Second World War local bus operators in and around the town. In the 1960s Aberavon Beach was an important leisure destination for the people of South Wales with the local authority harbouring aspirations for it to become the Blackpool of South Wales. Although low-priced holidays in southern Europe soon eclipsed their efforts, recent events have shown that there may still be a market for 'staycations'. People are at the heart of every bus operator, whether they are the company's drivers, conductors, engineers, managers or the paying passengers and they are all represented by photographs, via their memories or in the memories of those who worked alongside them. It is dedicated to those who kept the wheels turning at Thomas Bros as well as those who used their buses for travel to school, work, the cinema, the shops or for a plethora of other reasons.

RECENTLY PUBLISHED TITLES

CAPITAL TRANSPORT PUBLISHING

CA481 A London Country Busman 1975 -1990

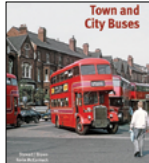
£30.00



Matthew Keyte had a fascinating bus career, first with London Country and then with London Country North West, which he writes about entertainingly in this book. His roles were many, from bus conductor to management, giving us a varied account of working on and running services in the area around London. Well-illustrated, mostly in colour.

CA480 Town and City Buses

£35.00

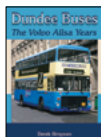


This new album has been compiled by two of the country's best known authors. Buses in town and city centre streets of Britain are shown in over 200 carefully chosen colour photos dating from the 1960s to 1985. Various archives have been accessed to come up with images not seen before. If you enjoyed Kevin's earlier colour albums, you will find this one well worth having as well.

DEREK SIMPSON

DD157 Dundee Buses- The Volvo Ailsa Years

£24.99



In May 1976 the Volvo Ailsa bus first took to the streets of Dundee. Tayside would eventually purchase 161 to become the largest operator of the type in the UK. Derek Simpson has illustrated the book with over 170 photographs, mostly his own, to give the reader an affectionate and informative look at the bus that serves the Dundee public for nearly 24 years.

KEITH SHAYSHUTT

KS386 Muddle and Get Nowhere- Eastern Counties 1970

£40.00



This book, by Ben Colson, author of 'A Journey's End', and put together by Robin Bennett and Keith Shayshutt, looks at what the year 1970 had in store for Eastern Counties. Across more than 300 pages, this book lists the fleet, the company depots and outstations, their contracts at that time, the bus workings and includes all working timetables. These detailed tables are accompanied by over 100 colour and black & white photographs and illustrations.

KEY PUBLISHING

K2754 London's Advert Buses

£16.99



A fixture of London Transport in the 1970s, the all-over advert bus was relaunched by the modern Transport for London (TfL) at the turn of the century, and since then the concept has exploded. With each year that passes, hundreds of London buses are adorned with intricate and imaginative adverts printed on durable vinyl. The easily removable nature of this material means that buses can swap adverts quickly whenever one advertising contract ends and another begins. The characteristic New Bus for London, aka 'Borismaster', designed specifically for London needs, has proved to be the most prolific carrier of these adverts.

LEYLAND SOCIETY

LEY00 Leyland Torque 100 including Journal

£10.00



The Leyland Society's regular publications Torque and Journal were combined a few years ago and now appear as a single issue. The Summer2023 release is the 100th edition and this bumper 72 page production includes a wide variety of articles and features, many illustrated in colour. Also contains a complete index for all 100 editions of Leyland Torque and the 20 editions of Leyland Journal.

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.

RECENTLY PUBLISHED TITLES

PEN & SWORD

P2353 The Mercedes-Benz Midibus

£30.00



This book covers an important aspect of British bus provision that has not been fully documented before. The Mercedes-Benz Midibus may have been small, but it had a huge impact. It became well respected by fleet engineers and served its purpose well. This story is not just about a successful vehicle, it focuses on several small coachbuilding businesses that rose to the forefront of the British manufacturing industry, through the work of their designers, craftsmen and salesmen. The variety that the Mercedes-Benz Midibus offered

was quite remarkable!

ROGER BAILEY PROMOTIONS

RB516 BEST Buses of Mumbai (Bombay)

Past & Present- Guests of BEST in 2022

£15.00



This book is a photographic album depicting a trip to Mumbai the authors took in November 2022. This book has been the culmination of 40 years of research by bus enthusiast, Roger Bailey. During the visit to India, Roger took over 500 photographs of the bus scene in the capital and some the best of these are featured here.

SOUTHDOWN ENTHUSIASTS CLUB

SEC96 Southdown Enthusiasts Club Fleet List Book 2023

£8.00



The Southdown Enthusiasts Club has produced its annual 'Fleet List Book' and this new publication for 2023 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.

SEC97 Southdown Fleet and Routes 1969

£8.00



In this soft back, A5, 72 page publication, the SEC looks at Southdown's fleet in detail and the routes they ran in 1969. This book contains some black and white photographs to illustrate some of the buses running at that time.

SEC95 Southdown Fleet History Part 36

£7.00



Following the acquisition of the Brighton Hove & District fleet on 1/1/69, this booklet deals with the other vehicles taken into the fleet in 1969. In this part we revert to the usual styling with some detail about the period and of the affairs of the company, followed by descriptions of the 63 new vehicles added to the Southdown fleet during 1969. The new intake was made up of 20 o-m-o saloons, 30 dual-purpose vehicles and 13 o-m-o double-decks with rear engines, the first in the fleet. All the latter vehicles were in the BH&D red/cream livery which was initially retained by Southdown. These vehicles were off-set by 73 buses and coaches that left the operational fleet. As usual there are summaries of the company's premises and of the complete fleet at the end of the previous year (31/12/68), both by chassis and by bodywork, while a separate table lists the buses and coaches that left the fleet during 1969.

SEC94 Sussex Independents 2023

£6.50



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

STENLAKE PUBLISHING

ST954 County Donegal Railways Bus Services

£11.95



A new, completely revised and re-illustrated edition of a book originally published in 1973. When the County Donegal Railways Joint Committee reluctantly replaced its trains with buses in 1960, it transformed itself from the largest and best-known Irish narrow gauge railway into a road transport organisation, but one that thought it was still a railway! The buses carried the same eye-catching red-and-cream livery as the trains they had replaced and ran over the same routes to the same timetables. Behind their steering wheel and on the platforms were former railcar motormen and guards who had retrained as Bus drivers and conductors who continued to serve the public as best they could. This is the story of those railway-owned buses, the crews who ran them, the passengers they carried and their take-over by CIE in 1971.

VERNON MORGAN

VM459 D Coaches of Swansea

£22.00



This publication was produced to celebrate the Diamond Jubilee of 'Diamond Holidays' and looks at the history of this company until its demise in 2011. D Coaches of Morriston, Swansea, together with subsidiaries Rees & Williams/West Wales; Morriston Travel Centre; Diamond Tours; Diamond-Glantawe; Diamond Holidays, and Brian Isaac Holidays, were one of Swansea's largest family-owned passenger vehicle operators during the late 20th century. Comparatively a late starter in the transport industry, the business was founded as a taxi business, by Brynmor Davies (Bryn Davies), just after the end of WWII, and expanded in 1949 to include one luxury coach. Trading as Bryn Davies Coaches, he sadly passed away in 1960, leaving his widow Gwyneth to run the business, until her son Daryll took over in 1964 renaming it D Coaches. Further expansion took place in 1969 to 2008, with the absorption of many local operators, the final one being when a 50% share of Kingfisher Travel, Pontllanfraith, was acquired.

TRAMS & LIGHT RAIL

LRTA

LRT68 Japan Tram Atlas

£32.50



This book is intended to give an impression of the diversity of Japanese trams. However, it is not a pure illustrated book, nor is it limited to route maps and vehicle lists. These are of course included and make up a large part of the content, but the authors would like to give a comprehensive impression of the companies and their operations in this fascinating country. Therefore, in addition to images, fleet lists and track maps of all tramways, it also contains other useful information, such as descriptions of the operations and the use of vehicles, tips on photo locations and special features along the routes. It is supplemented by chapters on the museums, the tram systems that were closed after 1945 and the trolleybus companies. It was decided to present the systems in geographical order from north to south.

LRT69 Bluebird Reborn- The History and Restoration of LCC No 1

£35.00



This book tells the story of LCC No. 1 from its inception in 1929, detailing its construction, its service in London and Leeds, its time spent in preservation and its recent restoration at the National Tramway Museum, including its return to operation. Featuring a wealth of rarely seen photographs and documents, the book provides an in-depth account of the restoration of one of the most significant tramcars ever built. The book explains not only how the Museum decides whether or not to restore a tramcar within its collection, but also the process that leads up to the physical restoration taking place.

MIDDLETON PRESS

M5683 Leicester Tramways

£18.95

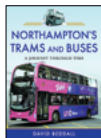


Railed public transport existed in Leicester's streets for 75 years, beginning with horse power from 1874, and replaced by electric traction which lasted until 1949. This publication provides a photographic record of the trams at work along the routes they served, illustrating street scenes from the late Victorian period through to the reign of George VI. Whilst the content will be of interest to transport enthusiasts, it will also provide material for those interested in the social history of the city.

RECENTLY PUBLISHED TITLES

PEN & SWORD

P8096 Northampton's Trams and Buses- A Journey Through Time £30.00



Northampton, the county town of Northamptonshire, is rich in transport history. 1880 saw several tram routes commence operation within the Northampton Borough, being operated by the Northampton Street Tramway Company. After this, public transport in the town began to develop. The tram network being electrified in 1901. The 1910s saw a number of independent bus operators begin to link Northampton with the surrounding villages, introducing motor bus operation into the town. Over the years, Northampton has been home to numerous independent bus and coach operators. Two major operators also served the town, Northampton Corporation Transport (later Northampton Transport and First Northampton) and United Counties / Stagecoach Midlands. Northampton's Trams and Buses explores the development of the tram network within Northampton, as well as exploring how bus services in the Northampton, Wootton, Hardingstone and Moulton areas of Northamptonshire have developed from the early 1900s to 2021.

PLATFORM 5 PUBLISHING

PF405 Croydon: From Tram to Tramlink £19.95



First opened in 2000, Croydon became the UK's fourth new light rail network to feature street running sections akin to a traditional tramway following the success of Manchester, Sheffield and Birmingham. It was also the first on-street tramway to operate in Greater London since the closure of the capital's last remaining first generation tram routes 48 years earlier in 1952. This book tells the story of Croydon's new light rail network. It starts with a look at the area's original tramways and trolleybus routes along with surviving examples of first-generation London trams and trolleybuses, followed by the Tramlink project from planning and design to completion and operation. It describes the tram fleet, the depot, control centre and how the network operates, concluding with a look at the various extensions that have been proposed over the years and the potential for future developments.

ROBERT SCHWANDL PUBLISHING

MET69 Tram Atlas Southeastern Europe £23.00



This illustrated atlas includes every tramway and metro city in Croatia (Zagreb & Osijek), Bosnia & Herzegovina (Sarajevo), Serbia (Belgrade), Romania (Arad, Braila, Bucharest, Cluj-Napoca, Craiova, Galati, Iasi, Oradea, Ploiesti & Timisoara), Bulgaria (Sofia) and Greece (Athens & Thessaloniki). For each city, there is a detailed system map showing all stops, loops, single-track sections, depots etc. Short texts describe the history, operation and special features of every system. Most of the current vehicles are depicted in the numerous colour photographs.

SILVER LINK

S4600 Trams & Recollections 125 Dundee £11.99



The Blackness to Downfield tram route was withdrawn on 26 November 1955 and this left by the start of 1956 the Lochee to Reform Street, Ninewells/West Park to Maryfield routes still operating. On 9th and 11th July, David and John Clarke visited Dundee and the collection of rare, evocative and unpublished views that follows are a record of their visit. On the night of 20th/21st October the last tram, car 25 ran, and such was the numbers of spectators that it did not reach High Street until 12:50am. Sadly, the Dundee trams were burned and reduced to scrap metal; a similar fate in May 1958 would befall Aberdeen's trams.

RAILWAYS

ACC ART BOOKS

ACC23 Luxury Trains: Splendour, Elegance & Extravagance £45.00



Luxury trains have always fascinated and excited our imaginations. A great source of style, romance and exoticism, they have long held starring roles in literature and in Hollywood movies. This wonderful book evokes long-lost days of travel, where trains marked international railway history, from the Orient Express to the Train Bleu. Today, train companies around the world are creating new palaces on rails and these pages offer a

RECENTLY PUBLISHED TITLES

journey into that extravagant and luxurious world. Whether comfortably seated in the restaurant car of the Venice Simplon - Orient-Express as you glide past the Venetian Lagoon, travelling through the Highlands of Scotland on the famed Royal Scotsman, or admiring the ancient splendours of Machu Picchu at the Hiram Bingham bar aboard the Andean Explorer, this book traverses the globe in celebration of these wonderful locomotives. A superb gift for the travel enthusiast and anyone interested in the decadent features of these trains.

AMBERLEY PUBLISHING

A1644 BR Steam in the North of England

£15.99



In this book John Whiteley provides a photographic survey of the last years of steam on British Railways in the North of England. The photographs cover the period from c. 1959/60 to the end of steam in the area in 1968. By the early 1960s British Rail was rapidly replacing steam with modern traction, but before the last steam locomotives were withdrawn the decade witnessed a glorious swansong for steam in the North of England. The area covered ranges from northern Derbyshire and northern Cheshire to include the last days of steam in the Peak District, Yorkshire, Lancashire and Cumbria up to the Scottish border. The use of GWR locomotives around Chester in the early 1960s is also included as well as steam in and around Manchester. This photographic survey of the last years of steam on BR in the North of England will appeal to all those with an interest in the history of the railways of this region.

A0562 British Rail Through the 1980s

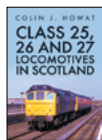
£15.99



The 1980s was a decade of change for British Rail as the BR regions began to be replaced by sectorisation. The BR Blue livery, however, lived on through the decade, gradually being replaced by new liveries. In this photographic journey through the rail network of the 1980s, Stephen Dance portrays the last years of BR Blue and Large Logo liveries, alongside the new sectorisation and special liveries. Images include Deltics and other motive power on the East Coast Main Line; the Midland Main Line prior to the introduction of HSTs; Class 50s and other motive power on the Western Region; the electrification of the Great Eastern Main Line; and a variety of other scenes including loco-hauled services in Scotland and photographs documenting Works and freight across the country. With an array of superb photographs, Stephen Dance

A0554 Class 25, 26 and 27 Locomotives in Scotland

£15.99



These locomotives were introduced to British Rail in 1956 and were initially allocated to Eastfield Depot in Glasgow and Haymarket Depot Edinburgh. They became known as Type 2s and were used for both passenger and freight services. In later years the Class 26 fleet became dedicated to various coal workings in the Ayrshire area. A number of Class 27 locos were later converted for push-pull operation on the busy Glasgow Queen St-Edinburgh service from 1971 and lasted until 1980. This book covers all three classes from the BR era through to privatisation and beyond. All classes carried out sterling work all over Scotland and some are now preserved at various heritage lines throughout Scotland.

A0201 Electric Locomotives on British Railways

£15.99



Before the West Coast Route electrification was completed in 1966, the electric locomotive was quite a rare beast on Britain's railways, with the exception of the Manchester to Sheffield service that had been electrified from 1954. There were plenty of EMUs running on suburban systems around large cities and in the south of England, but otherwise steam was king. This all changed when BR announced their Modernisation plan in 1955, which envisaged that steam locos would be replaced by diesel and electric traction by about 1975. The aim was to have all the main lines and the busiest suburban services electrified using the 25,000-volt system with overhead wires rather than the third rail system used on existing electrified routes. This book of largely unpublished colour photographs by George Woods aims to show the different Electric locomotive types used on the BR network since 1966, and the variety of trains that they hauled.

A1529 Heritage Trains on the London Underground

£15.99



The busy London Underground may seem an unlikely location for heritage train operation, especially involving steam. However, this was the world's first Underground railway network, and the original sections were built to main line gauge using steam traction. London Transport and its successor London Underground Ltd have been acutely aware of the significance of this and have strived to preserve and present their heritage. Over the decades, open days and special trains operated over parts of the system. This included the running of steam, diesel and electric-hauled trains for the public to ride on. These special trains ran

RECENTLY PUBLISHED TITLES

not only in the open-air outer sections of the network, but even on occasion through the cut-and-cover tunnel sections of central London. New signalling systems mean that this is unlikely to happen again, but the London Transport Museum continues to offer exhibitions, guided history tours and open days at the museum depot. This book looks back at the events between 1963 and 2019.

A1443 North Staffordshire Railway

£15.99



The 'Knotty' was one of the most beloved of Britain's pre-grouping companies. Centred on Stoke-on-Trent, at one time it carried two-thirds of the country's pottery, as well as partaking in the lucrative coal and iron trades. It began to build its own carriages and locomotives at an early date and operated an extensive canal system, as well as narrow gauge lines including the Leek & Manifold. Never a wealthy company, it withstood aggressive take-over attempts from its bigger rivals to maintain its independent existence until 1923. This book, illustrated with a wealth of rare images, marks the 100th anniversary of the end of the railway's independence.

A1445 North Western Railway of India

£15.99



The North Western Railway of India (NWR) was one of British India's largest railway systems. Created out of the merger of several local Indian lines, the NWR was gradually extended and charged with the double duty of running civilian passenger trains between Delhi and the rest of the country, as well as implementing Britain's own strategic plans beyond the border – from the North Western Frontier to distant Afghanistan. In 1947, following the end of the British rule in the Indian subcontinent, the NWR was divided between the newly formed independent states of India and Pakistan. Using rare and previously unpublished photos, maps and illustrations, this book tells the story of one of the most fascinating railways of the Indian Empire.

A1640 Rail Freight in the North West

£15.99



Rail Freight in the North West depicts in colour photographs the changing scene of rail freight traffic in this region of England in recent years. The huge variety of workings in this area are represented including the Preston-Todmorden line over Copy Pit, the Calder Valley line between Rochdale and Hebden Bridge, Blackburn-Hellifield the line between Settle Junction and Skipton, Arcow Quarry trains, Clitheroe cement trains, Skipton-Rylstone Quarry (Grassington Branch) and much more. These stunning photographs show the freight workings in the spectacular landscape of this area. This photographic survey of the rail freight scene in the North-West of England in recent years will appeal to all those with an interest in the railways of this region.

A0896 Railways Around Bedfordshire

£15.99



For many long-distance rail travellers, the county of Bedfordshire is a part of the UK passed at speed on an express heading north to south on either the Midland Main Line or East Coast Main Line. Less well known is that the county also boasts a short stretch of West Coast Main Line running in the area around Leighton Buzzard. In this book John Jackson takes a more detailed look at these services that speed through the county, as well as the more localised services provided at the seventeen stations remaining on today's rail map of Bedfordshire. Our journey takes us from popular commuter towns such as Bedford and Sandy to the 'step back in time' of the sixteen-mile rural branch line running westwards from Bedford towards Bletchley and Milton Keynes. There is a variety of freight traffic on offer, too, with most of the major rail freight players operating services on these three major rail arteries.

A1025 Railways of Hampshire and the Isle of Wight

£15.99

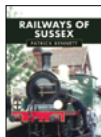


First on the scene was the London & Southampton, soon to be the London & South Western. The branch on to Salisbury was the start of the LSW's drive to reach Exeter. Other routes followed including the Portsmouth Direct, intended to outdo the London & Brighton's attempt to capture the Portsmouth traffic. The need to reach Bournemouth resulted in two separate lines built by the LSW. Gradually the LSW developed its network; some routes such as the Meon Valley or the Sprat & Winkle were never very profitable and succumbed to early closure. The LSW did not have it all its own way in the county and no fewer than four different companies penetrated from the north. These were the Midland & South Western Junction; the Didcot, Newbury & Southampton; the GWR from Reading to Basingstoke; and in the far north-eastern corner the South Eastern Railway. In the south-eastern corner, the LBSCR penetrated as far as Portsmouth and Hayling Island.

RECENTLY PUBLISHED TITLES

A1477 Railways of Sussex

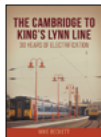
£15.99



The first railway to penetrate Sussex was the Brighton Line of the LBSCR. From this beginning lines spread out along the coast. Over the succeeding years further lines spread out over the rest of the county, all built by the 'Brighton', which was by far the dominant railway company in the area and established a major works at Brighton. The company, however, didn't have it all its own way. In the south-west corner the LSWR penetrated as far as Midhurst, and in the east the SECR had the fastest route to Hastings. Branching off this line at Robertsbridge was the Kent and East Sussex. There were also two of Colonel Stephens rather idiosyncratic railways in the county: The Rye & Camber Tramway, and The West Sussex Railway. The story of the growth and development of the railways of Sussex, and in some cases their demise, is told here.

A1558 The Cambridge to King's Lynn Line 30 Years of Electrification

£15.99



Construction work on the electrification of the Cambridge to King's Lynn line was drawn out and suffered setbacks - it wasn't until August 1992 that electric trains finally started operating on the 41-mile-long line. At first passengers were fairly thin on the ground but as the years progressed growth (fuelled by commuting into Cambridge and, to a lesser extent, London) meant trains gradually became very overcrowded. Extensive works to upgrade the line to take longer trains have recently come on stream. There's the new Cambridge North station and well-developed plans for others. Concentrating mainly north of Cambridge, this book illustrates trains running from Kings Cross and Liverpool Street to Ely and King's Lynn via Cambridge, the many types and liveries seen, and the extensive infrastructure works over the last thirty years.

A1505 The Great Western Mainline- A Modern Portrait

£15.99



Completed in 1841 and covering a distance of around 118 miles, the Great Western Mainline, affectionately known as Brunel's billiards table due to the flat terrain of the route it follows, links the great cities of London and Bristol. This book covers a period of enormous change, starting with the withdrawal of the much-loved HST fleet and the introduction of the Hitachi 800/802 IET fleet. Along with the IET fleet's introduction, the push for electrification of the route has brought about unprecedented changes not only to the route itself but also to multiple units in operation. The DMUs have largely cascaded to the west as EMUs and Class 387s have begun to dominate passenger traffic. Freight and on-track plant also feature alongside unusual visitors and railtours.

COLOURPOINT

CP381 Rails Through Wexford-North & South Wexford Lines in Colour

£20.00



This book is a photographic journey across the two scenic railway routes in the south of the county, which once upon a time connected Waterford city with Wexford town and points further afield, by two different routes. The photographs are mainly from the collection of acclaimed railway photographer Barry Carse and many of the scenes depict operations which not only have long since ceased, but of which little or no trace now remains. Our journey traces the erstwhile North Wexford line, from Waterford city up through New Ross and onwards through Palace East to join the Dublin-Rosslare line at Macmine Junction. From there we head south to Wexford and onwards to Rosslare Harbour, before returning to Waterford via the South Wexford line through Wellington Bridge.

CRECY

CR26X abc British Railways Locos Summer 1959 Combined Volume

£13.50



A popular feature of our publishing programme for a number of years has been our facsimile reprints of selected titles from the famous Ian Allan Publishing abc series that first appeared in the 1940s. These modestly priced reprints are welcomed by both the enthusiasts who may have used them when they first came out and also by those not around at the time they were first published. They provide wonderful, nostalgic snapshots of a railway scene which has long since disappeared. This is in effect two books in one, abc British Railways Locomotives and the Locoshed Book. The abc lists all the locomotives which were in service during 1959 and the Locoshed book shows where those engines were allocated at the time the listings were compiled. By 1959, many of the new diesel classes conceived as a consequence of the BR modernisation plan of 1955, were coming into service though the steam locomotive was still supreme across most of the network and new BR Standard steam locomotives were still under

RECENTLY PUBLISHED TITLES

CR285 Enginemmen Elite

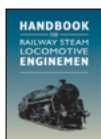
£8.99



Over the course of the age of steam on Britain's railways, relatively few engine men picked up the pen to write about their life on the footplate and the engines on which they worked. One who did was Norman McKillop. Enginemmen Elite was first published in 1958 and is an account of McKillop's railway career which began in 1910 when he joined the North British Railway as a cleaner. He rose through the ranks and in time, based at Haymarket shed in Edinburgh, he became one of the top link drivers on the East Coast Main Line. He has been described, as at once a master and a lover of the locomotiveman's craft and his observations relating to the various types of engines on which he worked are both fascinating and insightful. He was also an active trade unionist who wrote a history of his union, ASLEF, which was published in 1950 and there is a strong thread of social concern running through his autobiography focusing on the working conditions of railway staff especially in the dark economic landscape of the 1930s.

CR288 Handbook for Railway Steam Loco Enginemmen 2023 Edition

£20.00



The burgeoning of the railway preservation movement all across the United Kingdom in the last 50 years has meant that there are now a considerable amount of steam locomotives preserved, maintained and in full working order and being run in frequent public service by preservation societies on heritage lines. This means that there is a continuing need for a practical handbook to help drivers and those responsible for maintaining the locomotives in safe condition for public use, covering all the basics of steam locomotive construction, technology and operation - this book fulfils that need admirably. The book is a reprint of an official handbook issued for the education of and day-to-day use by British Railways enginemmen in late 1957, when it was distributed to all members of the BR footplate grades concerned with steam power. The book provides an accessible guide to the basic principles of steam locomotive construction and operation.

CR263 London Railway Atlas 6th Edition

£27.50



This latest fully revised sixth edition reflects the dynamic and evolving railway network in the capital and will include additions such as the Elizabeth Line which opened in 2022 after many delays, and the Battersea Power Station extension of the Northern Line which opened in 2021. The Atlas presents detailed mapping of all the lines which traverse the city, including those of London Underground, the DLR and Network Rail. Each map also illustrates the geographical relationship between overground and underground lines. The maps on the large format pages show all tracks and platforms. London Rail Atlas features all the lines in the capital, both open and closed, stations, changes of station name and station opening and closing dates. The maps are drawn to a high degree of accuracy and include detail on industrial railways. The coverage reaches beyond London to include places such as Tilbury, Gravesend, Windsor and Redhill.

CR266 Southern Way Issue 61

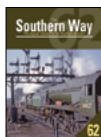
£14.95



Since its first issue published in 2007, The Southern Way has become the acknowledged definitive journal on the history and heritage of the Southern Railway and the Southern Region of British Railways. The quarterly periodical has now reached issue number 61, and it continues to be the 'go-to' reference for all those interested in the UK's Southern Railways. Each issue contains a variety of articles and photo features, each offering an in-depth exploration of an historical aspect of the railways, rolling stock, infrastructure, incidents, events and people associated with 'The Southern Way'. Illustrated throughout its 96 pages, including rare and previously unseen colour images, The Southern Way continues to be the ultimate reference source for railway modellers, historians and enthusiasts.

CR274 Southern Way Issue 62

£14.95



Since its first issue published in 2007, The Southern Way has become the acknowledged definitive journal on the history and heritage of the Southern Railway and the Southern Region of British Railways. The quarterly periodical has now reached issue number 61, and it continues to be the 'go-to' reference for all those interested in the UK's Southern Railways. Each issue contains a variety of articles and photo features, each offering an in-depth exploration of an historical aspect of the railways, rolling stock, infrastructure, incidents, events and people associated with 'The Southern Way'. Illustrated throughout its 96 pages, including rare and previously unseen colour images, The Southern Way continues to be the ultimate reference source for railway modellers, historians and enthusiasts.

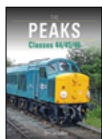
RECENTLY PUBLISHED TITLES

CR277 Speedlink Volume 1- Introduction, Covered Goods Vans and Open Wagons £25.00



Speedlink was launched in 1977 as an attempt to arrest the decline in British Rail's wagonload freight business. One of the things that distinguished Speedlink was that all the wagons used were air braked. At its peak in the mid-1980s, it carried over 8 million tonnes annually. However, despite this, Speedlink was never profitable, and the service was abandoned in 1991. This is the first of short series of four books, each one complete in itself, which will provide a comprehensive survey of the whole Speedlink wagon fleet. This first volume begins by setting the scene from which Speedlink emerged. It explores the background to BR's loss-making wagonload business from the 1960s onwards and examines the circumstances which led to the creation of Speedlink as the solution to these problems. The book moves on to look at existing air braked stock owned by British Rail prior to the launch of Speedlink including that built in the 1960s for use on train ferries and vehicles converted to air braking.

CR268 The Peaks- Classes 44/45/46 £27.50



The BR diesel locomotive types, that under the TOPs renumbering scheme became Classes 44s, 45s, and 46s, are best known by their nickname of 'Peaks'. This is derived from the first ten locomotives being given the names of British mountains. These machines originated under the Modernisation Plan of 1955 as BR's Type 4 design. The Class 45s and Class 46s had slightly more powerful engines compared to the Class 44s, with the Class 46s having Brush rather than Crompton Parkinson Ltd electrical equipment. This new study covers the three types from their design and inception through to withdrawal and preservation. It draws extensively on original source material from a number of archives and is lavishly illustrated with over 200 black and white and colour photographs almost all of which are being published for the very first time.

CUMBRIAN RAILWAYS ASSOCIATION

CRA01 Oxenholme £8.00



This book portrays the railway scene around Oxenholme, a busy junction station at the foot of the Westmorland fells on the West Coast main line, in the heyday of BR steam from 1957 through 1961. It looks to convey the many fascinations of train-working, and the daily challenges and goings-on that encouraged local enthusiast Alec Mayor to keep unique and detailed records of train operation and timekeeping. Later, Paul Irving compiled them into narrative rich with his personal insights as a Carlisle train controller. Though express passenger trains are naturally at the centre of the story, local services, parcels and the many freight trains that passed north and south take their places too. Richly illustrated with Alec's own photographs and images from the wider collections of the Cumbrian Railways Association, the book draws on Alec and Paul's work to transport the reader back to enjoy the interest and excitement of those days again.

GREAT NORTHERN BOOKS

GN746 East of England Steam 1948-1963 £22.50



One of the first areas to see the end of steam was the East of England – around 120 years after the first steam locomotives ran. Over this period, a rich history was developed through the construction of the various routes, the engines used and services offered. East of England Steam 1948-1963 examines the last years of steam in the region using over 200 excellent colour and black-and-white images from a number of sources.

GN747 On the Tracks of the Thames-Clyde Express £19.99



There was nothing quite like the Thames-Clyde Express. Covering well over 400 miles, its route stretched from the dreaming spires of London's St Pancras via the Shires of England, the legendary Settle-Carlisle line, Walter Scott's Border Country and finally into Glasgow – the Second City of Empire. It never offered the quickest journey between England and Scotland, but it was undoubtedly the most scenic. A former signalman on the tracks of the Thames-Clyde Express, David Pendleton has written what he terms 'a love letter' to this famous named train. Rather than a text ending on the sad day in 1975 when the last train reached its destination, he instead views its history and the route it traversed from a present-day perspective. Here is a rich mix of anecdotes and observations, including attractions and oddities either visible from today's train services or within easy reach of principle stations.

RECENTLY PUBLISHED TITLES

GN753 Stanier's Jubilees

£27.50

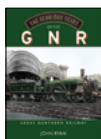


Sir William A Stanier's Jubilee 5XP 4-6-0 Class served as the backbone of passenger services for the London Midland & Scottish Railway, as well as the successor London Midland Region of British Railways, for a number of years. Despite initial design flaws, the class went on to be well-liked by enginemmen and enthusiasts alike. Stanier's Jubilees follows the career of this 191-locomotive class from their introduction in 1934 to withdrawal in 1967. A number are featured during the LMSR period, whilst many are seen during the British Railways years.

The engines are featured in over 200 excellent colour and black-and-white images. A wide area was worked by the Jubilee Class, ranging from the West Coast Main Line to the Midland Main Line, Glasgow-Perth-Aberdeen route and cross-country from York to Liverpool, in addition to Leeds-Bristol. The images included have been taken at stations, sheds, lineside and workshops. Accompanying the pictures are informative captions detailing the locomotive's history.

GN745 The Glorious Years of the GNR

£27.50



In 2023, one hundred years have passed from the dissolution of the Great Northern Railway. Formed in the mid-1840s, the company was instrumental in connecting London with the eastern half of England, the North East and Scotland. Later, the GNR made inroads into other parts of the country, such as Nottinghamshire and West Yorkshire. The GNR successfully served the population for nearly a century and was able to innovate in several areas, with developments in locomotive design, carriage construction and services offered.

The Glorious Years of the GNR presents several of these areas of the company using over 250 superb black and white images, coupled with interesting and informative captions.

GRESLEY BOOKS

GB617 Steaming Through the Yorkshire Dales

£27.00



This 73-mile link between Settle and Carlisle had been completed to exacting mainline standards by 1876 and was opened to passenger traffic, establishing a through-route between London and Scotland. The Settle & Carlisle line is famous for its many tunnels, bridges, cuttings and embankments, as well as its stations and their ornate buildings, but the viaducts are its best-known features. All along the route, bold

man-made structures contrast with and enhance the natural beauty of the Yorkshire Dales. Surviving the threat of closure during the 1980s, the line has seen the popularity of steam-hauled railtours grow in recent years. Today, two or three workings may be observed each month. It's these trains and their locomotives which are the subject of this book as we take a pictorial journey along the spectacular 33 miles of route which lie within the Yorkshire Dales National Park between Langcliffe in the south and Crosby Garrett in the north.

HISTORY PRESS

H9327 The Little Book of the London Underground

£10.99



With 980 million passengers a year, more than 250 miles of track, literally hundreds of different stations and a history stretching back nearly 150 years, the world's oldest underground railway might seem familiar, but actually, how well do you know it? This title offers a tube-based trivia for travellers and lovers of London.

JOHN BEAUFOY PUBLISHING

JBP52 Great Railway Journeys in Europe

£25.00



Great Railway Journeys in Europe features 34 fascinating journeys in North-West, Nordic, Central, Southern and South-East Europe, ranging from cross-continental adventures to short, nostalgic excursions by steam train. There are journeys through stunning scenery, such as the trip on The Rauma Line in Norway; tracks that defy the terrain, such as the routes through the Swiss Alps, and journeys that link famed cities in France, Spain, Austria and Italy. Photographs illustrate the spectacular routes, remarkable locomotives and unique station architecture. For each journey, details cover technical information on the track, descriptions of the scenery the trains pass through, notable facts about the destinations and factual information on ticketing. Each journey is plotted on a route map. Whether you are planning a special trip by train or delighting in discovering Europe's best railway journeys from the comfort of your armchair, this book is an informative and entertaining read.

RECENTLY PUBLISHED TITLES

KEY PUBLISHING

K2484 British Rail Shunters- From Corporate Blue to Sectorisation £16.99



By the beginning of the 1980s, British Rail's fleet of diesel shunters was in decline, this being caused by a rapid loss of freight traffic across the country as well as the modernisation of passenger train operations, both resulting in a reduced need for shunting. Many of the smaller lower-powered classes had already been withdrawn or were teetering on the brink of extinction while even the ubiquitous Class 08s were increasingly feeling the pinch. While the number of shunters may have been reducing, this was in part balanced by the emergence of new looks as depots became increasingly interested in personalising their charges with names or colourful adornments. As the decade progressed and the hold of the corporate blue era gave way to Sectorisation, many colourful new liveries appeared on numerous shunters. This book examines this contrast in fortunes with photos of shunters at work and rest across the UK during the 1980s, mostly in British Rail ownership but also including those sold into industrial use.

K2586 British Rail Shunters- The Final Years £16.99



The first half of the 1990s was a period of significant change for the BR shunter fleet, which by now almost entirely consisted of Class 08s and Class 09s. The Sectorisation structure that had been in place at the beginning of the decade was replaced in the run up to privatisation with the locomotives divided up between passenger and freight operators in preparation for selling off to private companies. At the same time, rationalisation of the fleet was continuing as traffic levels continued to fall while new hire firms began to emerge, these offering shunters to industrial concerns. This naturally brought a plethora of colourful liveries as the new operators divested themselves from BR. This book examines this period of great change, culminating with the final demise of the national railway operator in 1997.

K2671 Class 31s £16.99



Perhaps overshadowed by more 'exotic' locos, the Class 31s nonetheless played a significant part in British Railways' Modernisation Plan. Intended for use on more lightly loaded and shorter-distance trains on routes away from the main lines, the 263 original Brush Type 2 locomotives were new between 1957 and 1962 and entered service on the Eastern Region. They could soon be found all across the country. Not long into their careers, they were renumbered into Class 31 under the TOPS system and, over time, four subclasses were developed. The most numerous was the steam heat boiler-fitted 31/1, examples of which were further modified with electric train heating (ETH) to produce the 31/4. Towards the end of the class's collective lifespan came two more developments, the 31/5 and 31/6. The fact that so many still survive is testament to their usefulness and versatility. This volume includes more than 200 images showing these workhorses in action, mostly in the south of England.

K2356 Class 47s- The Jack of all Trades £16.99



Class 47s have now been part of the UK railway system for over 60 years. They have been used on every type of train over the years, including front line passenger, freight and charter trains. During the late 1980s and through the following 20 years, however, many locos were steadily withdrawn from service with their former duties being taken over by newer fixed formation electric and diesel units. However, due to their versatility and almost a 'go anywhere' capability, many of the newer operating companies that appeared during this period saw the potential in further use for them. Although the vast majority have long since been scrapped, there is still a good amount of examples that can be seen at work throughout the UK. This book shows the duties the class has worked from around the mid- 1980s through to the present time.

K2677 Class 57s £16.99



The Class 57 diesel loco was an outgrowth of the tremendously successful and iconic Class 47. Rebuilt from redundant Class 47s by Brush Traction at Loughborough between 1998 and 2003, the 33 resulting Class 57s are themselves divided into three sub-classes for differing purposes. Twelve are Class 57/0 for Freightliner to haul intermodal trains; 16 are 'Thunderbirds', commissioned by Virgin Trains to rescue failed Class 390 electric units on the West Coast Main Line; and five are dedicated to passenger use on Great Western Railway's 'Night Riviera' sleeper service. Featuring an EMD V12 two-stroke diesel engine and other modifications, the conversions represented a considerable cost saving over that of building completely new locos. Known as 'bodysnatchers', the Class 57s have filled a gap in available traction for the last two decades and the fleet is intact today, continuing to see use with TOCs. All 33 locos are depicted in this volume showing the Class 57s in a variety of duties over the last 20 years.

K2666 Class 68s

£16.99



This book covers all aspects of the popular Class 68s, including the order, construction and delivery of the fleet, and technical details. It looks at their operations on Chiltern and TransPennine Express services and their appearances on secondary passenger duties in Scotland, East Anglia and the Cumbrian Coast. This richly illustrated book contains not only photographs of the class around the UK, but also detailed diagrams and maps, full histories of the lines and details of future plans for the class.

K2669 Electrostar- Captial Commuter

£16.99



At the turn of the millennium, a large percentage of the passenger services around London and the South East were operated by 'slam-door' Mark 1 stock that was life expired. To replace these, a number of new designs were produced. The offering by Bombardier was the Electrostar platform, which was produced in Derby and developed to meet the needs of the various train operating companies in the area. The demand for the Electrostar was such that production lasted 18 years and 2,085 vehicles were produced. This book illustrates the different types of units and liveries of the Electrostars, dispelling any thought that electric multiple units are all the same. The Electrostar has come to dominate the railway scene around London and is likely to continue to for some time to come, despite new-generation units starting to appear. This book gives an overview of the routes they have worked, or are still working, as well as the different companies that these unsung heroes of the everyday railway have served.

K2672 Heritage DMUs- The Final Years

£16.99



At the beginning of the privatisation era of Britain's railways, there was a pause in new rolling stock deliveries. As a result, a handful of diesel multiple units (DMUs) remained in service in small pockets around England, Wales and Scotland. A slow start to new train orders and an expansion of passenger services meant that withdrawal of these units was slower than intended. In fact, some managed to eke out their final days into the new millennium. With over 190 images, this book illustrates the different types of units and the areas they operated during the post-privatisation years up to 2002. It includes units that saw further use as departmental units and a look at some of the residual withdrawn and stored vehicles dotted around the country. This book provides an overview of the final operations that the heritage DMUs were involved in. These unsung heroes of the 1955 modernisation plan certainly gave their worth and, thankfully, many can still be seen today on the railway preservation scene.

K2360 Irish Railways 100 Years

£16.99



The 100 years since the Irish Free State was set up in 1923 has seen enormous change, both in society and on the railways. The creation of a border did the railways no good, prompting an upsurge in smuggling, and, with the exception of the few busy trunk lines from Dublin, the rise in motor vehicles threatened the future of the railways. The railways responded by developing lightweight railcars, some of which can still be seen in preservation. Post-1945, General Motors diesel-electric locomotives put paid to steam in the Republic, whilst Northern Ireland's railway network has diminished and freight traffic is now all but extinct. Still, the belated realisation of the danger posed to the environment has produced forward-looking endeavours, with government encouragement. The electric Dublin Area Rapid Transport of the modern era has thus helped give back city streets to pedestrians, and continues to expand. With over 190 pictures, this volume explores the past, present and future of Ireland's railways.

K2461 Japan's Railways- Hokkaido to Chubu

£15.99



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.

RECENTLY PUBLISHED TITLES

K2592 London Underground- The Northern Line

£16.99



The Northern line is the most complex of the deep level tube lines, both in its history and operation. Moving through the last 130 years, this book focuses on some of the more unusual aspects of the story. In particular, the uncompleted wartime extensions, other proposed extensions, the express services that once operated on the line and the deep level shelters built in World War Two and intended for an express tube after the war. The Northern City Line is also included, as well as the closed stations at locations such as South Kentish Town and City Road. Rolling stock and depots get a mention, along with some of the stations along the line. Future proposals, including separating the line into two and a possible extension to Clapham Junction are also covered. With over 120 images, this book provides brief history of the Northern line, from the first deep level tube line opened in 1890 to the recent extension to Battersea Power Station.

K2562 Rail Freight- London and the South East

£16.99



With over 170 images, this book, by Paul Shannon, explores the traction, rolling stock, terminal facilities and other infrastructure of rail freight in London and the surrounding South East. The last four decades have seen many changes in rail freight patterns, as small-scale operations requiring shunting and trip working have given way to ever longer and heavier block trains. This book explores these changes throughout London and the South East of England.

K2352 Rail Freight- The Midlands

£15.99



From the busy West Coast and Midland Main Lines to the thriving quarries of Leicestershire and intermodal terminals in and around Birmingham, rail freight is still alive and well in the Midland counties of England. All the established freight operators are represented, including Colas Rail, with its various ballast workings and occasional oil trains to Sifnin, and DC Rail serving Burton-on-Trent. Alongside the Class 66s, we see DB and Freightliner Class 90s on the West Coast Main Line, DRS Classes 68 and 88 on intermodal traffic, Freightliner and Colas Rail Class 70s on various flows, and DB Class 60s on heavy oil and steel trains. As for traction, we revisit an era when Classes 20, 25 and 31 were commonplace, as well as the humble and often overlooked Class 08 shunter. Illustrated with over 160 photographs, this volume looks at the changing face of rail freight across the Midlands. It details the changes in traction, rolling stock and railway infrastructure over four decades.

K2358 Railways in South Yorkshire Four Decades of Change

£15.99

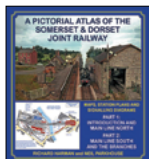


Today, South Yorkshire's railways are a modern network of busy lines, ranging from the electrified East Coast Main Line to the regional and local railways of the area. They serve the cities and towns of Sheffield, Doncaster, Rotherham and Barnsley, with passenger services linking them to other destinations across the country, and interesting freight flows, too. However, the area's railways have changed enormously since the late 1970s when many were traditionally operated with semaphore signals and signal boxes, and freight-only branch lines served the numerous collieries in the area. Traction has changed as well, with Class 56s, 60s, 66s and HSTs replacing the 20s, 31s, 37s, 40s, 47s and Deltics of earlier years. This book explores the railway network and its trains over 40 years, illustrating some of the many changes that have taken place along the way. It takes the reader on a journey through South Yorkshire, showcasing a number of now closed lines and industrial landscapes that no longer exist.

LIGHTMOOR PRESS

BDL25 A Pictorial Atlas of the Somerset & Dorset Joint Railway Part 1 Introduction and Main Line North & Part 2 Main Line South

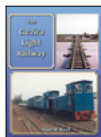
£90.00



A fresh new look at the Somerset & Dorset Railway, which, by means of detailed maps, follows the main line from Bath Green Park to Broadstone Junction. The journey on to Bournemouth West, on L&SWR/SR metals, is then included, after which we travel along the branches, from Evercreech Junction to Burnham-on-Sea (the original main line), Wells and Bridgwater. There are track plans and signalling diagrams for every location, all in colour. The maps are enlivened by a superb range of 1950s and '60s colour slides, picture postcards issued between the early 1900s and 1930, and early 19th century photographs, the majority of which have never been published before. As well as the stations passed along the way, time is also taken to study the industries and collieries the S&D served, plus the Company's Works and wharf at Highbridge. Together, these two volumes present a comprehensive picture of a much-loved cross-country railway which sadly is now just a memory.

BDL27 The Gezira Light Railway

£18.00



The Gezira Light Railway has been researched very thoroughly and Alan M. Keef is one of the few people to have actually been there in relatively recent times. This was a narrow gauge railway of superlatives; over 1,000 kilometres of track, at least 1,800 bogie wagons and 140 locomotives on the roster. This book covers the history to its zenith in the 1970s and decline as the British cotton industry itself declined. The irrigation scheme, a major civil engineering achievement in its own right that made all this possible, is also covered.

BDL24 Track Layout Diagrams GWR & BR(WR)

62 Ruabon to Pwllheli and Dovey

£8.00



Tony Cooke began publication of this renowned series of track layout diagrams of the old Great Western Railway and British Railways (Western Region) over 40 years ago. When the final nine parts which will complete the series are eventually issued, the entire GWR and BR(WR) system will be covered, showing how the layout at the numerous stations, yards, docks and industrial sites served by the railway evolved and changed over the years. Some places, because of their complexity, are covered by several diagrams with different

datelines and with additional indications of how the layout also changed in the interim. Opening and closing dates are given where known, including for signal boxes and with full known details of all Private Siding Agreements (PSAs). Each new edition is fully revised by Tony, to incorporate all the information which has come to light since publication of the previous edition. This edition covers Ruabon to Pwllheli and Dovey Junction.

BDL20 Track Layout Diagrams GWR & BR(WR)

61 West Shropshire

£8.00



Tony Cooke began publication of this renowned series of track layout diagrams of the old Great Western Railway and British Railways (Western Region) over 30 years ago. When the final nine parts which will complete the series are eventually issued, the entire GWR and BR(WR) system will be covered, showing how the layout at the numerous stations, yards, docks and industrial sites served by the railway evolved and changed over the years. Some places, because of their complexity, are covered by several diagrams with different

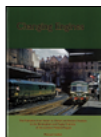
datelines and with additional indications of how the layout also changed in the interim. Opening and closing dates are given where known, including for signal boxes and with full known details of all Private Siding Agreements (PSAs). This edition covers many of the lines in West Shropshire.

LNWR SOCIETY

LNW86 Changing Engines:

The Transition from Steam to Diesel and Electric Traction

£30.00



This book tells the story of the transition from steam power to diesel and electric traction in the Birmingham and Rugby Districts of the London Midland Region, encompassing the former London and North Western Lines, and those of other companies subsumed into the Birmingham Division in the 1960s. Starting with the early prototype diesel locomotives, it then covers the introduction of diesel shunters and multiple units during the 1950s, working through to the final elimination of steam in 1967 and the changes made to the end

of the decade. The book covers the organisation of the changes, ordering and allocation of locomotives, development of diesel and electric depots, reliability issues with the new traction, and the final rundown of steam duties. It is based on extensive research into surviving official records as well as contemporary reports and the reminisces of some of those involved, backed up with a comprehensive selection of colour and black and white photographs.

MIDDLETON PRESS

M5679 Shildon to Stockton Railway

£18.95



The Stockton & Darlington Railway is probably the best known railway line in the world. Whilst existing history books outline its historical significance, we delve further to explain where it ran initially. The prime objective was moving coal to the River Tees at Stockton from the pits west of Shildon. The establishing of Shildon as the first railway town cannot be underestimated.

RECENTLY PUBLISHED TITLES

M5678 West Somerset Railways

£18.95



The railway to Minehead served the community faithfully for 100 years until it closed in 1971. Enthusiasts refused to let the line die and have spent almost 50 years rebuilding it as a heritage railway. It is the longest standard-gauge steam railway in the UK and one of the premier lines. It delights passengers who are hauled by GWR locomotives through the beautiful Somerset countryside and alongside the coast from Bishops Lydeard, near Taunton to the seaside resort of Minehead. This book tells the story of the heritage railway and how it got to be what it is today.

PEN & SWORD

P6631 Britain's Changing Train Liveries- Four Decades of Change

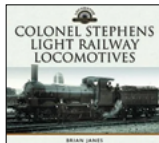
£32.00



Railway liveries play an important role in establishing much-valued recognition of the many operating companies through the variety of colours worn by their trains which ply our British railways. These reinforce the pride that their 'uniform' bestows. This is demonstrated by the immaculate designs which adorned the Pre-grouping steam locomotives through to the stamp of Network South East which certainly raised the profile of many ordinary commuter trains, at least around London and the Home Counties. Any glimpse through the news reviews and photographs published in monthly railway magazines will reveal such a kaleidoscope of colours adorning the locomotives and rolling stock which traverse the UK's modern and preserved railways. This book endeavours to facilitate a brief overview of some of these liveries in the hope that it will whet the readers' appetite to explore their own world of railway liveries.

P2343 Colonel Stephens Light Railway Locomotives

£25.00



Holman Fred Stephen set himself up in the 1890s as an engineer and manager of the complete light railway as evolved by Victorian theorists to serve rural districts as yet bereft of the benefit of cheaper transport. To them, a light railway was not an assemblage of second-hand mainline equipment of dubious merit but of fit for purpose, new material. This ideal theory did not survive the near universal inability to raise sufficient capital to build and equip a light railway that would give a reasonable profit. Recourse was therefore made to the second-hand market. Stephens became a Master of Building and running railways with the minimum of capital. The history of the mechanical performance of his railways was also nearly always handicapped with inadequate engineering facilities. This left staff struggling with a menagerie of loco types. Limited standardisation was practiced but most often expediency ruled. This gave rise to a glorious kaleidoscope of locos the history of each of which is outlined.

P9492 Constructing Buildings for Model Railways

£25.00



This book progresses through planning and thought processes, aiming to demonstrate pictorially several different build types. From the simple paper kit to mighty scratch-built edifices, each is broken down to show how the build is undertaken. The volume also follows some of the rebuilding process undertaken by the Market Deeping Model Railway Club as layouts were repaired, enhanced, or replaced following their annual show being vandalised on the night before public opening in May 2019. As the news of this event broke, it spread through the modelling community and the general public. The images of layouts broken to matchwood showed the many years of skilled building and devoted operation which were lost. This gave the opportunity for experienced club members to build a mini movie set, construct a major London terminus and patch repair what could be saved from originals. The photographs captured of these projects have been used in this book alongside the detailed work of other modellers, clubs, and societies.

P9543 Four-Coupled Tank Loco Classes Absorbed by the GWR

£28.00



This book is a comprehensive history of the four coupled tank engines absorbed by the Great Western Railway - locomotives of nine Broad Gauge companies, nineteen Standard Gauge companies, mainly in the South West which became part of the GWR between the 1870s and 1914, and a further eighteen companies, mainly in South Wales absorbed by the GWR in 1922 and 1923 at the formation of the Big Four' Grouping. The locomotives described and illustrated range from the 4-4-0 Broad Gauge saddle tanks of the South Devon and Bristol & Exeter Railways to the large 4-4-4 tank locomotives of the Midland & South Western Junction Railway, not forgetting the numerous and varied 0-4-0 pug saddle tanks of the Swansea Harbour Trust and the Powlesland & Mason company. The book includes thirty-two weight diagrams and nearly 200 photographs, many of exotic and rare locomotives.

RECENTLY PUBLISHED TITLES

P4507 Gresley's Master Engineer Bert Spencer- A Career in Railway Engineering and Design

£28.00



The great and the good rarely, if ever, accomplish all they wish to achieve without the able assistance of many skilled men and women. For Herbert Nigel Gresley, CME of the LNER, Bert Spencer was just such a man. As Gresley triumphed his faithful, introverted and highly talented assistant remained resolutely in the background playing an unsung yet key role in the development of Gresley's outstanding Pacifics and his many other memorable locomotives. For sixteen vibrant years Spencer sat beside his greatly admired leader witnessing and participating in all that happened adding much to an emerging legend that still resounds with us today. Here, for the first time, is Spencer's fascinating story, much of it in his own words. This was made possible by the thoughts and memories he recorded in letters to friends, papers he wrote for the Institution of Locomotive Engineers, official documents and much more. All this has been edited together to produce a unique and important personal narrative of his life and work.

P4265 High Speed Trains to the North of England

£25.00



For as long as we could remember steam traction had been king on our railways. The resounding beat of exhaust from classic designs by Gresley, Stanier, Collett, Bulleid and many others had thrilled us all, while less prestigious workhorses had kept commuters and freight moving throughout a vast network. Mighty diesels had replaced them, notably the iconic Class 55 Deltics, setting new standards for speed and efficiency on the East Coast Main Line. Electrification became the buzzword as the need for speed increased and drove railway planning to a new level. The West Coast Main Line saw the wires go up by the mid-1970s and was set for the development and introduction of an alternative mode of traction. The High Speed Diesel Train was thus conceived. A modern design for a new age of rail travel. Capable of running at speeds of up to 125mph (201km/h) it was an immediate success and is still giving stalwart service some 40 years later. This is the story of the archetypal express diesel train, the Inter City 125.

P9480 Passenger Trains in the North of England

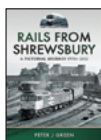
£30.00



Passenger Trains in the North of England features over 270 black and white pictures and takes the reader northbound from South Yorkshire and Cheshire to the Scottish Borders. Also covered in detail are a wide selection of pictures from Cumbria, West and North Yorkshire among others. We see main line expresses, branch line and local trains, plus special workings running along today's railways and lines that have faded into history. Steam, diesel and electric powered trains are pictured right across the North of England including industrial and city views plus a great selection taking in the highly picturesque locations of the northern hills and Dales. Embracing a period of 65 years the book features images from as early as 1957 right through the late steam era up to the present day. While the author has sneaked a few of his own in, the main contributions come from the great names of the railway photography world including Gavin Morrison, Les Nixon, Peter Fitton, John Whiteley, John Cooper Smith and others.

P4269 Rails from Shrewsbury- A Pictorial Tribute 1970s-2012

£25.00



Shrewsbury station, located at the junction of the lines from Chester, Crewe, Wolverhampton, Hereford and Aberystwyth is a busy and interesting railway centre for the enthusiast. Many train movements are still controlled by semaphore signals operated from a number of signal boxes, including the largest remaining operational mechanical signal box in the world at Severn Bridge Junction. Nevertheless, modernisation has been gradually sweeping away much of the railway infrastructure, both at Shrewsbury and in the surrounding area, as it has been everywhere else. This book looks at Shrewsbury itself, the lines that radiate from there, and the trains that ran on them, in the late 20th and the early part of the 21st century. During this time period, much more general railway infrastructure and mechanical signalling was still in use, and loco-hauled trains were abundant, using a variety of motive power, including Classes 25, 31, 33, 37 and 47.

P4108 Railways and Industry on the Brecon & Merthyr Railway

£28.00



The third in a trilogy on the Brecon & Merthyr Railway, this book covers the line from Merthyr to Pontsticill where it met the line from Newport and continued to Brecon. Between Pontsticill and Brecon the line ran through beautiful scenery with reservoirs on the west side and the Brecon Beacons on the east with the famous Seven Mile bank to test the ability of fireman not to stall their engine. The book is hugely illustrated as it passes through Pontsticill and on through Dolygaer, Pentir Rhiw, Torpantau and Talybont on Usk, this being one of the most scenic sections of the Western Region. Tallyllyn and Brecon itself are also

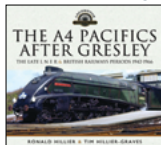
RECENTLY PUBLISHED TITLES

very well illustrated giving an idea also of the variety of services that ran into Brecon, not only from Newport, but from Neath, Hereford and Mid-Wales. This final volume of three provides views in stark contrast to the industrial section at the south end of the Brecon & Merthyr where it runs through the South Wales Coalfield and the former iron producing areas of Merthyr and Dowlais.

P7343 The A4 Pacifics After Gresley-

The Late LNER & British Railways Periods 1942-1966

£30.00

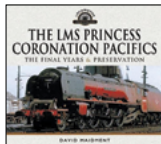


This book takes this compelling story from the early years of the war up to their demise in the 1960s. After four years of service pulling the LNER's most prestigious trains the A4s took on a more utilitarian role and for six years worked hard to support Britain's war effort. From this they emerged bowed, but unbeaten, although in an extremely jaded condition. Once restored they took up where they had left off in 1939 and did exceptional service for the rest of their days. With the help of

previously unpublished material the authors analyse the second phase of the A4s careers, first as LNER engines, then, from 1948, under British Railways management. Without a diesel or electric fleet of engines to replace them they entered a second golden age of fast running in the '50s. Until withdrawn from service they continued to perform exceptionally well. They were thoroughbreds and have become a fitting memorial to the master engineers who produced and sustained them for 30 years or more.

P2262 The LMS Princess Coronation Pacifics 1937-1956

£30.00

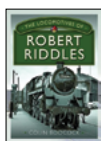


This book follows on from the author's book on the Princess Coronation pacific locomotives from their construction in 1937 to their operation in 1956. It picks up from the story in 1957 with their operation and performance on the 'Caledonian', 'Royal Scot' and 'Midday Scot' accelerated services of the late 1950s, their continuing heavy work as dieselization of the West Coast mainline is implemented and the sudden withdrawal of the remaining examples at the end of the 1964 summer

timetable. Included are the author's personal experiences and photographs and the descriptions by three Crewe men who fired these engines on the heavy overnight Crewe - Perth sleeper services in the late 1950s, two of whom, Les Jackson and Bill Andrew, drove 6229 and 6233 in the preservation era. As well as their stories of their experiences in BR days, they describe runs with the preserved locomotives and have included photographs from their personal collections.

P9996 The Locomotives of Robert Riddles

£35.00

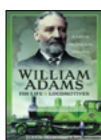


The Locomotives of Robert Riddles guides the reader in the quest to understand how Robert Riddles career on the LMS and in war service shaped his knowledge and character and led to him becoming the obvious choice for leading the locomotive engineering function within the newly-formed Railway Executive. The book outlines the substantial impact Riddles had on the design and supply of locomotives that were to support the Allied military campaigns in the second world war, including useful analysis of the types of

locomotives specifically designed for that work. The bulk of the book outlines the decision-making processes that led to the twelve designs of standard steam locomotives that were intended to be the future stop-gap before electrification. Those events include the 1955 Modernisation Plan with its emphasis on dieselisation, and the subsequent railway rationalisations. Each BR standard locomotive type is described in its own chapter.

P7196 William Adams- His Life & Locomotives

£25.00



William Adams (1823-1904) is probably best known from his locomotive designs for the London & South Western Railway. The years at Nine Elms were the culmination of career which began formally in marine engineering, including a period at sea with the Royal Sardinian Navy, encompassed civil engineering and surveying before joining the North London Railway as locomotive, carriage and wagon superintendent. He has been described as the father of the suburban train, an inventive engineer, who pioneered the use of continuous train brakes, developed well designed, free-steaming locomotive boilers for services requiring rapid acceleration and frequent stops, and his invention of a bogie with controlled side-play revolutionized future locomotive design. His next move was to the Great Eastern Railway where his designs met with mixed success, before moving south of the Thames to Nine Elms. This book tells the story of a man with a love of music, who was undoubtedly one of the finest late Victorian locomotive engineers.

The office will close for Christmas on Friday 22nd December 2023 and will reopen Wednesday 3rd January 2024.

PLATFORM 5 PUBLISHING

PF402 British Rail Traction Maintenance Depots 1974-1993 Part 2: Central & Southern England

£21.95



The second volume of Michael Rhodes' illustrated journey around British Rail's traction maintenance depots and stabling points, recalling an era when 'Shed Bashing' was a popular pursuit amongst railway enthusiasts. Following on from his first volume covering Northern England, Michael switches his attention to Southern and Central England, having visited many of these fascinating locations between 1974 and 1993. Armed with his camera and notebook, he captured the inner recesses and outer reaches of these captivating places, recording the traction of the day, which powered the freight and passenger trains of the 1970s, 1980s and early 1990s. Using extracts from Michael's detailed records, this book reveals the sheer quantity of locomotives that could be seen at depots and stabling points at the time. This pictorial collection provides a superb visual and descriptive insight into what was to be found at the national operator's depots over a two-decade period.

PF403 Winners & Losers: Locomotive Bashing Tales from the 1990s

£19.95



An engaging and at times light-hearted insight into the pursuit of locomotive haulage in the 1990s. This book recalls the travels and adventures of Andy Chard, a young man from Northern England with a passion for locomotive haulage. The tales are brought to life with well-researched data on locomotive workings, as well as historic, social and railway-related information from the time. There are plenty of photographs which complement and elaborate on the tales told. This book follows on from Andy's earlier work featuring his exploits in the 1980s, continuing the story through Andy's University years and beyond. Adult life afforded a new freedom and new opportunities for locomotive haulage, giving rise to many of the adventures found within. Winners & Losers: Locomotive Bashing Tales from the 1990s will either take the reader back to the days when loco-hauled trains were common across Britain, or introduce the era when the trains on Britain's rail network were very different to those of today.

SILVER LINK

S4597 Railways Through the Ages-

A Selection of Industrial and Passenger Railways Past & Present £30.00



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.

STENLAKE PUBLISHING

ST952 Cambridgeshire and Huntingdonshire's Lost Railways

£11.95



These two counties form the north-western edge of East Anglia, part of the historic Fenland region. Building railways in the fens offered few challenges in the way of steep gradients or the need for tunnels. Instead, the marshy terrain needed bridging, sometimes with structures capable of opening to allow the passage of boats. Though these counties were mostly Great Eastern Railway-dominated, other companies ran lines through them. The author observes that the older (and perhaps more important) routes remain open while later additions to the network have succumbed to closure. The book is the usual lost railways cocktail of dates and distances for each closed line and archive photos of stations. It also includes stations closed on lines still open.

RECENTLY PUBLISHED TITLES

ST955 Classic Diesel Years Country Durham

£11.95



The book looks at the British Railways network in County Durham in the 1980s and early 1990s when a day spent on the main line would produce half a dozen diesel classes and a wide range of passenger and freight rolling stock. The author observes: 'If some of the diesel classes pictured in this book are now a distant memory, at least on the main line, then so too are many of the railway settings.' The East Coast Main Line was transformed

by electrification in the 1990s, and the Tyne and Wear metro wires reached Sunderland in 2002. Elsewhere, resignalling schemes have done away with most of the mechanical boxes and semaphores, while the decline of heavy industry has brought the demise of many freight terminals.

THE FIFTY FUND

FF694 Fifty Memories - Unusual Hobby Recalled in Photos & Anecdotes £22.95



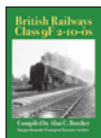
In this book from The Fifty Fund's founding Chairman Dave Keogh, he says "It tells how a young boy from Plymouth got drawn into Fifty bashing and railway photography, told using enthusiast language. This is not a dry historical document about these locos. It light heartedly focusses on "the joined-up railway"! that existed after the class was refurbished; it's variety, infrastructure and working practices. The environment in which we went

bashing, Large Logo livery is king, with a nod towards what went before, and after, with the arrival of the bean counters. The storylines are just an excuse to showcase pictures I took over the years. A visual record of "moves" made in pursuit of mileage or rare track with 50s. There are photos from far flung parts of the country, on tours and unusual workings, including the Track test Train. Along with visual records of days spent trudging round the countryside, standing in fields in all weathers, waiting for something to turn up."

TRANSPORT TREASURY PUBLISHING

TTP41 British Railways Class 9F 2-10-0s

£14.95



From slow heavy freights to express passenger services the 9F class was master of all. Designed to see 25-30 years' service, their lifespan was tragically short. Introduced in 1954, the 9Fs were the final main line steam locos built in any numbers. Whilst the other Standard designs were updated replacements of existing types – the 9Fs were something different and more than capable of handling any type of service. Designed at Brighton, built at Crewe and Swindon, they were withdrawn well before their intended demise. When under construction it was anticipated that steam would remain until well into the 1980s, by which time much of the network would be electrified. However, with the reduction in numbers of people willing to work with steam and the rush to change to diesel traction, the 9Fs were forced into retreat with many never receiving a Heavy Overhaul. The last, 92220, was erected at Swindon Works in 1960 and named Evening Star in a ceremony that marked the end of BR steam loco construction.

TTP57 Eastern Times - Issue 2 Summer 2023

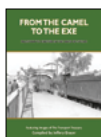
£12.95



This edition starts with the elegant 'R' (D20) class 4-4-0 designed by Wilson Wordsell of the North Eastern Railway, the class giving service for over 50 years. This is followed by one man's tale of how steam lingered on well after official withdrawal dates on his local line. Next is a signalman's recollection of his working life at Broxbourne Junction in the late 70s and early 80s accompanied by excellent photographs of the trains he controlled. This is followed by Charlie, 'The Last Shunting Horse' who was the last of his kind to work on the railways, appropriately at Newmarket. Then a feature on how the LNER were a large part of the modernisation of the transport system needed in an ever expanding London before and after the Second World War. HC Casserley's work is showcased in trip he made in 1954, there are so many photos that we have had to split this article in two with the conclusion to appear in issue 3. Lastly, a pictorial feature of West Hartlepool followed by a trip on 'The Edinburgh Fast'.

TTP49 From the Camel to the Exe

£14.95



That vast swath of glorious countryside lying between the Rivers Camel and Exe contained the very photogenic route of the North Cornwall line. Terry Gough, Gerald Daniels, Dick Riley and many others whose photographic collections have passed into the safe keeping of the Transport Treasury fortunately recorded scenes from Padstow to Exeter on film. From Bulleid Pacifics and the graceful Greyhounds to the humblest tank locomotive, and not ignoring the architecture of its wayside stations, their cameras captured images from the

dying days of steam on this section of the sorely missed Withered Arm.

RECENTLY PUBLISHED TITLES

TT102 Little Boxes– A Tribute to An Iconic Institution

£22.50



'Little Boxes' is a railway book with a difference. One man's attempt to record the passing of an iconic institution – the wayside railway signal box. Decades past, such structures, of all shapes and sizes, were to be found every few miles on the railway system; today they are a dying breed and will likely soon be gone forever. Enthusiast, artist and cartographer Roger Elson made it his ambition to visit and draw many of these from around Britain,

adding maps and notes to each. The result is a veritable delight, a record of past excellence, nowadays being swept aside in the name of modernisation. More than 30 individual locations are so described together with heart-warming tales from the past and some personal observations. 'Little Boxes' may be a personal tribute but it is one that so many others will similarly relate to.

TTP53 Midland Times - Issue 2 Spring 2023

£12.95



This issue brings you 80 sides of colour and b/w nostalgia and history with a variety of interesting pieces for your delectation. In Coronation year we had to have an article on 'Royal Connections' and of course with it plenty of images of Pacifics. Then there is 'Around Stratford in the later steam age'; with only a few overhead wires in sight and plenty of mechanical signals. The railway behind the scenes is not forgotten either with an in-depth piece on Lord Stamp, Chairman of the LMS from 1926 until he was tragically killed in an air raid in 1941. Earlier days are covered with discussion on the LNWR/ LYR amalgamation of 1921 and for or those who favour locomotives we look at the resort named members of the Patriot class, whilst the Coronation class is recalled by Peter Tatlow, President of the LMS Society. We then move north of the border into Scotland and the Callander and Oban railway before returning south to talk on the LMS Beyer-Garratt class, and finally 'Reorganisation at Crewe Works'.

TTP50 Omagh Railway Station- A Journey Through Time

£18.95



Omagh General Station was on the arterial railway route to the North West of Ireland connecting it's capital Dublin with the port of Derry. For many decades the town also served as a busy junction to another important line from Enniskillen and in its heyday the station might be busy for more than 22 hours out of 24. When the Derry Road closed in 1965, not only did Omagh lose its railway but the town lost a sense of community of railway families who for generations lived in houses that surrounded the railway and provided steady

employment. This book brings together the history of the railway in Omagh, researched over many years and told by railway staff who worked the station.

TTP56 Railway Times 2 - 1949

£12.95



This second issue of RAILWAY TIMES features the new standard liveries for rolling stock, Bulleid's innovations in the form of Double Deck EMUs, the much derided Tavern Cars and of course continuing problems with his Leader concept - all of which made headlines. Three notable CMEs, including Bulleid, decided to retire during this year and electrification came to the Liverpool Street - Shenfield line. These and many more aspects of the railway scene in 1949 are featured in this issue.

TT154 Southern Times - Issue 6 Summer/Autumn 2023

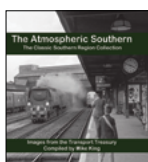
£12.95



Introduction; The dark days of 80 years ago; Newhaven Reflections Howard Cook; Southern Region Samples 1960-1972 from the collection of Roger Geech; Stained to Wokingham and beyond, Part 2. Jeremy Clark; The LBSCR, SR, and BR(S) 'K' class; Down the line to Oxted; Part 1 Alan Postlethwaite; An alternative to preservation - BR's plans to electrify all or part of the Bluebell Railway- plus some notes on Arthur Earle Edwards; Stephen Townroe's Colour Archive: Visiting the Isle of Wight; Answers to the cartoon quiz from page 77, Issue 5;

Treasures form the Bluebell Railway Museum

TTP52 The Atmospheric Southern- Classic Southern Region Collection £29.95



This book will take you on a journey around the Southern, viewed through the cameras of a dozen or more eminent photographers. Starting at Victoria, we will go clockwise around Kent, Surrey and Sussex, before moving westwards to Hampshire, the Isle of Wight, the West of England and then back up the South Western main line to Waterloo, finally ending at Nine Elms shed just before the demise of steam in July 1967. There is also an extended feature on the railways around Redhill, a strategically important railway crossroads. Mostly steam, the subject matter includes a few diesels and electrics, while the extended captions give details of so much more visible in the pictures. All the images come from the Transport Treasury collections and many more are available direct from them.

RECENTLY PUBLISHED TITLES

TT103 The M7 0-4-4Ts Illustrated

£25.95



The M7 0-4-4Ts Illustrated' is one man's record of a single locomotive class that held an endearing fascination: the LSWR 'M7' class. First introduced in 1897, 105 examples were built over the next 12 years with all but one surviving into British Railways ownership in 1948. With many of the type already over 50 years old at that time, they nevertheless continued to perform, passenger, branch freight and shunting duties often miles away from their original home, the last examples finally taken out of service in 1964. Two survive in preservation. Peter Moody first became acquainted with the class as a child in Devon and over the years developed a fascination for the class culminating in a large collection of images and a desire to see his work brought to a wider audience. Sadly, that was not to be during his lifetime, but Transport Treasury are delighted to bring Peter's efforts to a rightful conclusion; 'The Illustrated M7'.

TTP45 Western Times - Issue 7

£12.95



In this issue, extending the boundaries geographically continues with two essays on South Wales – to describe the complex history of Penrhos, a busy meeting place for several constituent railways, and to illustrate some Welsh pre-Grouping coaches that survived to join the BR fleet. There is an account of the experiences of an apprentice fitter/turner who started at Reading depot in 1953 and a review of the locomotive fleet on the Midland & South Western Junction Railway at the Grouping and later. Continuing inclusion of post-steam motive power this time covers diesel multiple units, and there is a study of the Marlow Branch, home of the 'Donkey'. The usual 'regular' features appear: the latest Bulletin from the Great Western Trust, signalling matters, a further trawl of Dick Riley's archives, and readers' feedback in Guard's Compartment.

TTM33 Rails around Aylesbury Vale

£35.00



Using photographs from the Transport Treasury archive, this book takes us on an imaginary circular journey from Aylesbury Town to Aylesbury High Street via the Met/ Great Central and West Coast Main lines and lines in between. The period covered is the 1950s and early 1960s just before massive change was to take place resulting in contrasting fortunes for the two main lines: total closure for one and complete modernisation of the other. As well as the two Aylesbury stations, some of the locations featured are Quanton Road, Calvert, Verney Junction, Linslade Tunnel, Leighton Buzzard, Cheddington, Tring plus many scenes in between, there is also a brief foray down the lines to Ashendon Junction and Dunstable. We finish with a trip along what was Britain's first branch line, that from Cheddington to Aylesbury.

TURNTABLE

TT104 Saltash Auto to HST– Terry Nicholls' Memoirs

£24.50



'Terry Nichols' aka 'Saltash Auto to the High-Speed Train' is 108 sides of unashamed nostalgia. Starting his railway career in Plymouth in the late 1950s, Terry progressed through the clerical grades in Carriage & Wagon and then Motive Power at the ideal time to witness the changeover from Steam to Diesel. He later moved on to a similar role at Bristol before taking a job in the Control office literally having his finger on the pulse when it came to change and with-it unusual workings. In the Bristol area Terry was a popular speaker, illustrating his talks with a superb collection of colour slides some of which have been included in this new book. The railway at its best, and on occasions at its worse is described by Terry but always in a positive sense which will leave the reader feeling as if he was actually there on the ground as well. If ever

MOTORING

AMBERLEY PUBLISHING

A0215 Austin Rover- Maestro and Montego

£15.99



Launched in the early 1980s, the Maestro and Montego had a shared platform and were designed to make BL competitive in the lower-medium and upper-medium car sectors. They replaced BL models such as the Austin Maxi, Morris Ital and Austin Allegro as part of a renewal strategy by then BL boss Michael Edwardes. This fascinating book follows the development of both models as British Leyland strove to remain competitive in the volume car market.

The last posting date for Christmas this year is Monday 18th December 2023.

A0985 Austin Seven

£15.99



Drawing on many years of owning and restoring Austin Sevens, Roger Bugg explains the concept of the Austin Seven as a fully equipped full-size car in miniature as well as its ingenious adaptability, including chassis, engine and body changes. Ahead of its time, the Austin Seven's dashboard and instruments were arranged in a similar way to a modern car and it was also equipped with a four-speed synchromesh gearbox. Apart from its fundamental purpose as a car for the nuclear family the Austin Seven was also used for racing. The book describes the engine enhancements and body styling that contributed to its racing achievements. The book also includes practical information on finding and restoring and Austin Seven, including costs of purchase, restoration and running along with specialist suppliers of parts and Austin Seven clubs. Placing the Austin Seven in its historical context, this book is also a practical guide for the Austin Seven enthusiast today.

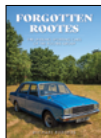
A1618 Bristol 408

£15.99



The Bristol 408, along with its predecessor the 407, was the first of the eight-cylinder cars produced by the exclusive Bristol Car Company. With its origins in the Bristol Aircraft Company based in Filton in the west of England, Bristol Cars had a reputation for building cars to aircraft standards with exceptional reliability, performance, and also bespoke luxury. The Bristol 408 was no exception and also featured a large V8 engine linked to automatic transmission which provided the performance that enabled it to compete against other luxury performance cars from Jensen, Jaguar and Aston Martin.

A1413 Forgotten Rootes The Unsung Sporting Cars of the Rootes Group £15.99



The once equally popular sporting cars produced by the Rootes group have somehow slipped from popular memory. Some will remember the Sunbeam Alpine, but few seem to recall the contemporary Sunbeam Rapier saloon or the fastback that succeeded it. The Hillman sporting models are even less remembered. The Hillman Avenger saloons became Group One Racing Champions and British Touring car champions. The humble Hillman Imp was part of their rally team and there was a sporting Singer Coupe version. A Hillman Hunter Saloon went on to win a London-Sydney marathon rally, and the luxury Humber model inherited its sporting mechanics. The last gasp of the Rootes group sporting range was the Sunbeam hatchback of the 1980s, which gave birth to a sporting GLS, a Webber-fitted and spoiled Ti and finally a Lotus-powered version that went on to win the RAC rally championship. This book sets the record straight and celebrates these worthy but often sadly forgotten vehicles.

A1381 Royal and Ceremonial Land Rovers

£15.99



In this fascinating book Rover expert James Taylor explores the special relationship between the Royal Family and their Land Rovers. Focusing on the Royal Review Land Rovers which travelled around the Commonwealth, the book reveals the details of the Land Rovers and the special additions and coachwork for their unique role. Although a Land Rover was first presented to George VI in 1948, it was Queen Elizabeth and her consort Prince Philip who would cement the relationship, not only with a Royal Warrant but evident customer loyalty over the ensuing years. The book covers the various models of Land Rover, including Range Rovers, from the early Series such as State1 with its basic steering, transmission and braking systems, to the luxurious and sophisticated Range Rovers of today. This book brings to life an essential part of our motoring and Royal history.

A2066 Silverstone's First Grand Prix 1948- The Race on the Runways £16.99



It was madness, Grand Prix drivers racing flat out from opposite ends of two long runways, only to turn away from each other at the last moment at corners improvised with hay bales. But such was the major part of the first Grand Prix course ever to be devised at Silverstone. Fortunately, there were no head-on collisions, and the next year the organisers hit on a more sensible arrangement. But none of the many subsequent Grand Prix at Silverstone, for all the ever-increasing glamour and hype, has quite engendered the same excitement as that very first one in 1948, even though it was held on a long-disused airfield bereft of modern amenities. This book is a vivid recreation of that important day for British motor sport. We follow the various leading participants, both drivers and organisers, as fate draws them inexorably to Silverstone from different parts of the world.

RECENTLY PUBLISHED TITLES

A1337 VW Golf Mk 1-IV

£15.99



In this revealing book, VW expert Richard Copping follows the story of the development of the Golf and the critical management and design decisions that would make the car such a worldwide success. The author shows how the concept of continuous development at Volkswagen led to the appearance of the versions of the Golf that are covered in this book — the Mk 2 in 1983, the Mk 3 in 1991 and the Mk IV in 1997. He explores the various design and engineering changes that took place as the Golf evolved, including increased dimensions, new engines and of course the stunningly successful GTi. The fourth generation Golf also introduced powerful but economical diesel engines. The book also covers variants such as the Jetta, Vento and Boa, which accounted for most sales in the United States. Full of fascinating information, this book is a revealing analysis of the first four versions of the Volkswagen Golf.

AUTO REVIEW PUBLICATIONS

MH191 American Classic 2 (And the Men Behind Ten of the Marques)

£5.95



In this volume another selection of 'American Classic' marques focuses on the men behind them. Our chapter headings are mostly names of the visionary entrepreneurs, engineers and salesmen who dived into the shark-infested waters of the American car market in the early years of the 20th century. They include Colonel Albert Pope, who tried to corner the market in bicycle and motor vehicle patents, then to make other manufacturers pay him for the use of them. Henry Lozier made his fortune with bicycles, then sold his factories to Pope and switched to making luxury cars. Frank Stearns was an exacting inventor and engineer who was the first in America to take out Knight sleeve-valve license for his cars. Benjamin Briscoe was another of the empire-builders; his United States Motor Co embraced a number of marques, but when it collapsed it took most of them down with it, to name just a few.

MH190 Mazda Album

£5.95



The Toyo Cork Kogyo Co Ltd was founded in Hiroshima in 1920. It diversified from cork products into machine tools, then motorcycles, before deciding that its future lay in three-wheeler utility vehicles. After the devastation caused by the first atomic bomb being dropped on Hiroshima in 1945, the company recovered and produced the three-wheelers to help with postwar reconstruction. The first four-wheeler cars came in 1960, but Mazda was a small firm which needed a unique selling proposition in order to compete with the big Japanese companies. This would be the Wankel rotary engine, which had attracted a number of companies due to its advantages of light weight, compactness and efficiency, but only Mazda persisted in attempts to perfect it. The engines powered many Mazda models, notably the RX-7 and RX-8 sports cars, and other aspects of the Wankel story are also told in these pages.

HISTORY PRESS

H9945 Lost Cars of the 1940s and '50s

£19.99



Sixty diverse cars, sixty fascinating stories, sixty contrasting specifications, just one uniting factor: they're all forgotten, neglected or misunderstood classics. Motoring in the 1940s and '50s spanned from post-war austerity to the you've-never-had-it-so-good era. It was a time when engines gained more power, suspension became more cossetting, the chassis frame was rendered a thing of the past, and styling followed jet fighters and later space rockets. Many cars found success across the world, but others barely got off the ground and quickly vanished from our collective consciousness. In *Lost Cars of the 1940s and '50s*, award-winning author Giles Chapman presents an all-new selection of the intriguing strays of the car world. Rarely seen archive and contemporary images bring daring new designs, economy models and some extraordinary luxury cars back to life, even if they misfire once again in the process.

VELOCE PUBLISHING

VE901 Cars of the Rootes Group:

Hillman, Humber, Singer, Sunbeam, Sunbeam-Talbot

£40.00



From the early 1930s until the mid-1970s the Rootes Group was one of Britain's foremost car manufacturers, producing and selling a multitude of models under the Hillman, Humber, Singer, Sunbeam and Sunbeam-Talbot badges. Some of these cars have been the subject of individual model histories, but this is the first book to bring the total Rootes model line together in one major reference book. Written by one of Britain's most able car historians,

RECENTLY PUBLISHED TITLES

the late Graham Robson, this book has now been reprinted for future generations to enjoy. It covers the company's history, and details all the major marques within the Rootes Group. The book looks at the overall marketing strategies as well as the widespread use of common components across the range. Individual descriptions of each model built results in a book of great breadth and absorbing interest, that will be welcomed back by all classic car enthusiasts.

COMMERCIAL VEHICLES

AMBERLEY PUBLISHING

A0082 Lorries in Britain- The 1990s

£15.99



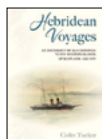
The 1990s were a time of change as British manufacturers struggled to keep pace with the times and the invasion of imported vehicles. However, what a lot of enthusiasts consider to be classics of their time were still to be seen dutifully earning their keep. A lot of UK companies had by this time already tested the water with seed vehicles, which were put head to head with established makes for comparison. With a wealth of previously unpublished images, this is a fantastic record of the nation's lorry scene during the 1990s.

SHIPPING & MARITIME

ACAIR

AC080 Hebridean Voyages: An Anthology of Sea Crossings to the Western Islands of Scotland, 1822-1955

£19.95



For many years travellers to the Hebrides recorded their journeys by sea. This book includes accounts ranging from 1822, only three years after the first steamship ventured up the west coast, until the 1950s. During those years there was a sense of excitement and adventure, unlike most ferry crossings today, which some may regard as no more than an interruption in a car journey. Collected here are over 125 accounts of voyages, some penned by well-known writers while others have been written anonymously. Read about sea-crossings in fair weather and foul, about fellow travellers and how they passed the time on board. There are descriptions of the ships, their masters and crews. There are tales of sailing to St Kilda, as well as many of the other islands, where often there was no pier, and landing had to be made by small ferryboat, often along with cargo and cattle or sheep.

FERRY PUBLICATIONS

F6868 Caledonian MacBrayne 1973-2023

£23.50



In the 50 years since Caledonian MacBrayne was established in 1973, the company has operated passenger, car, and freight ferry services on the Western seaboard of Scotland. Over that period, CalMac has operated ships which were built almost a century apart, ranging from the veteran turbine steamer King George V of 1926 to the new Glen Sannox of 2023, and ranging in size from small passenger vessels to large roll-on/roll-off passenger and vehicle ferries. This book commemorates the half-century of the company. It is a photographic record of CalMac history, its ships, and its important role for the communities that it continues to serve on The Firth of Clyde and in the West Highlands and Islands of Scotland.

FP87X MANXMAN The 21st Century Gamechanger

£19.95



This new book gives the reader an insight into the development and construction of the new flagship vessel for the Steam Packet, which entered service during in July 2023. The publication covers a short history of the company during the last 25 years, including a look-back in time at the last Manxman by John Hendy and Peter Corrin. The author's look at the factors behind vessels engineering design, constraints on size and shape, environmental credentials, efficiency factors, technical data etc and the construction of the ship. The book also includes a wealth of drawings and photos of the construction of the new ferry in South Korea and includes the delivery voyage of the Manxman to the Isle of Man.

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.

RECENTLY PUBLISHED TITLES

HISTORY PRESS

H9210 British Passenger Liners in Colour: The 1950s, '60s and Beyond £27.50



The great passenger liners of the 20th century make for iconic images of maritime history and design. Ships of Splendour presents the development of passenger ships across the twentieth century, from the 1920s, through the 1940s, and the heyday of the 1950s and '60s, until the onset of the jet age. The fleet includes famous passenger ships, such as the great Cunarders; titans of the North Atlantic, like the United States, France and Michelangelo; and other icons, including the Southern Cross, Windsor Castle, Canberra and Oriana. Homage is also paid to the smaller liners, which were just as important in shaping the history of modern seafaring - ships such as the Aureol, Batory, Guglielmo Marconi, Hanseatic, Queen of Bermuda and Willem Ruys. Replete with notes, facts and anecdotes about these ships, the history of the passenger liner is broken down ship-by-ship and decade-by-decade. These ships return to the high seas once again in superb detail and vibrant colour.

LIGHTMOOR PRESS

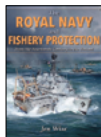
BDL23 TA & CH Walker Shipbuilders, Railway and Civil Engineering Contractors from Sudbrook to South America £40.00



This carefully-researched and beautifully-illustrated book tells the fascinating story of Sudbrook village, its forgotten shipyard and the many vessels built there, as well as providing the first detailed personal and professional biography of TA & CH Walker who, despite being two of Britain's foremost civil engineering contractors of their time, have never previously received the recognition they deserve.

SEAFORTH PUBLISHING

P4170 The Royal Navy and Fishery Protection: From the Fourteenth Century to the Present £25.00



From the first recorded mention of British ships protecting of fishing vessels in the late 14th century through to recent controversies over the change in emphasis to border patrols and overseas deployments, the story of the Royal Navy's 'Cinderella Fleet' involves many dramatic incidents; until now, however, there has never been a book dedicated to the subject. Naval historian Jon Wise's new work will rectify this omission. In this book, the author covers subjects as diverse as the battles with the Dutch for dominance in the North Sea, the protection of fishing on the eastern seaboard of America, and the role of the Squadron in the two World Wars.

MAGAZINES

OMNIBUS SOCIETY

OS568 Omnibus Magazine 568 £4.50



Edited by Cyril McIntyre, this edition for August/September 2023 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, Tony Francis reports on the recent talk by Austin Blackburn, Managing Director of Go Coach in his article on 'Managing Buses in Turbulent Times' and Malcolm Cowtan reports on recent changes in East Cheshire. This 48 page magazine is fully illustrated with full colour photographs as well as some older black & white images.

STTS

STT75 Scottish Transport Magazine 75 2023 £7.50



In this year's edition of the Scottish Transport Magazine, for 2023, editor Frank Mitchell compiles an interesting range of articles. Articles include: Edinburgh Cable Trams, the Restoration of 226, New Glasgow Subway Cars, West Scotland electric Buses, Aberdeen Four-wheel Steamliners, Newhaven Extension Opens in Edinburgh amongst others.

RECENTLY PUBLISHED TITLES

CALENDARS

GRAFFEG

GR556 Heritage Buses of Britain Calendar 2024

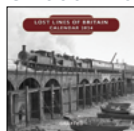
£8.99



Conjuring up a bygone Britain, the twelve archive images collected for this month-to-view wall calendar beautifully illustrate a variety of heritage buses running on routes across the UK. The locations featured are: Blackburn, Bournemouth, Brighton, Cardiff, Colchester, Glasgow, Lincoln, Liverpool, Maidstone, Pontypridd, Reading, Walsall.

GR555 Lost Lines of Britain Calendar 2024

£8.99



The twelve archive images collected for this month-to-view wall calendar beautifully illustrate a by-gone era of steam train travel, as well as the magnificent engines which were crucial to Britain's trade and tourism during this time. Locations covered are: Groeswen, Builth Road, Taffs Wells, Folkestone Harbour, Lickey Incline, Dunmere Junction, Exeter St David's, Hereford, Barnstaple, Blaenau Ffestiniog, Umlerleigh.

ISLE OF WIGHT BUS & COACH MUSEUM

IOW24 Isle of Wight Bus & Coach Museum Calendar 2024

£9.00



This, month by month calendar features a variety of vehicles in action across the Isle of Wight. Designed by the Bus & Coach Museum, this calendar has 12 pages is spiral bound and comes in at just larger than A4 size.

MODELSTONE BUS CLUB

IOM24 Isle of Man Transport Calendar 2024

£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.

MBC24 Malta Bus Calendar 2024

£9.00



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

PLATFORM 5 PUBLISHING

RPM24 Modern Traction Calendar 2024

£9.00

RPS24 Steam Traction Calendar 2024

£9.00

The 2024 Platform 5 Calendars feature high quality colour photography from some of Britain's best railway photographers. 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.

Modern Traction Calendar 2024 illustrates a variety of diesel and electric locomotives, most of which are captured at work on the main line.

Steam Traction Calendar 2024 includes a mixture of steam locomotive images taken both on the main line and at heritage railways up and down the country.



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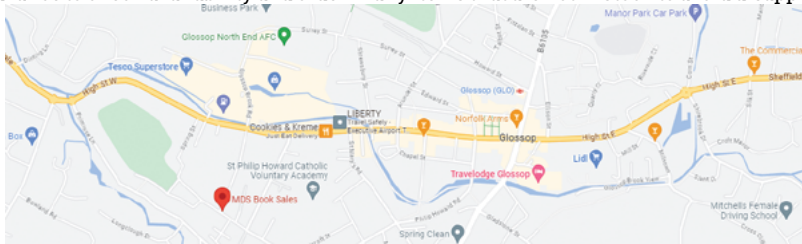
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