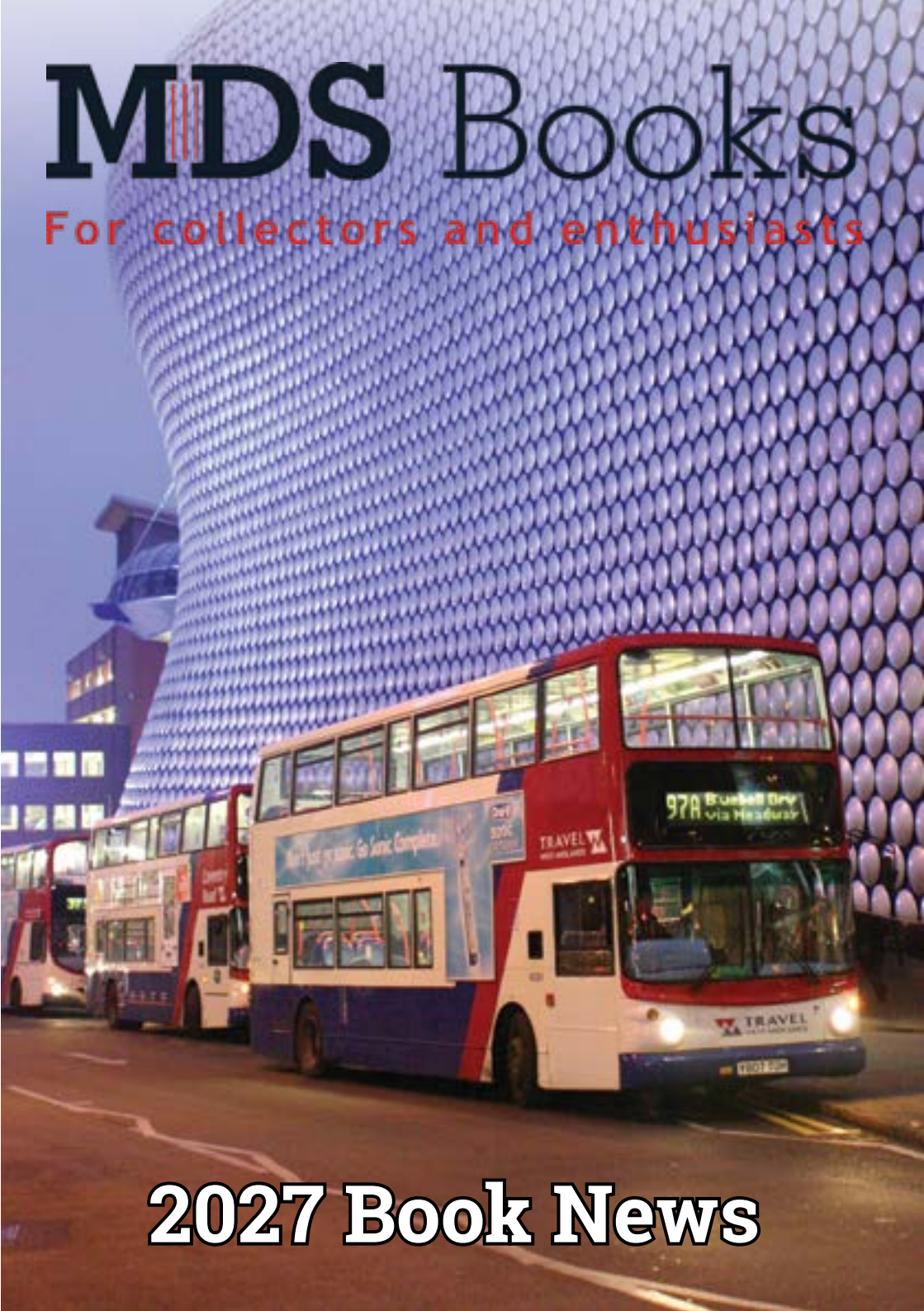
MDS Books

For collectors and enthusiasts



2027 Book News

Dear Reader,

Welcome to our 2027 Book News. We're pleased to bring you a wide selection of recent and forthcoming titles from transport publishers large and small and trust there will be something for everyone here.

Whilst a few publishers have been cutting back or retiring recently there is still plenty to choose from and our packing room is as busy as ever.

The latest titles from Venture publications are highlighted on the page opposite and we'll be announcing more shortly.

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 2026 and holiday closure dates can be found on page 63.

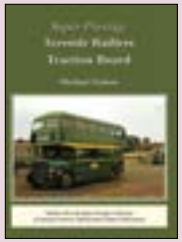
The shop here at Pikes Lane is open weekdays 10:00 to 5:00 (NOT WEDNESDAY) and in addition to the wide selection of new books we always have plenty of second-hand and bargains on offer. If you're coming a distance looking for something specific it's always as well to check first by querying the stock levels on the website or calling us on 01457 861508.

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

Mark Senior.

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VPL73 Super Prestige 48 Teesside Railless Traction Board £20.00



The Teesside Railless Traction Board has been unevenly treated in what has so far been written about it. There has been a substantial, although understandable, concentration on the long-lasting trolleybus services and very little on the motor bus operation, much of which was on works services. The legal background to the Board's operation was complicated and confusing, and, was not assisted by the pronouncements of local politicians, who were often at odds with each other. Hopefully this book sets the position out correctly. Packed with information, well illustrated in colour and black and white and includes fleet lists from both trolleybuses and motor buses.

NOW AVAILABLE

Front cover When Birmingham's rebuilt Bull Ring opened in 2003, it revealed one of its distinctive features, the silver disk clad exterior of the Selfridges store. The bus stop alongside in Moor Street has subsequently hosted various bus services (in 2026, these were the 50 and 35 heading in the direction of Kings Heath). Awaiting departure on 23 November 2005, Alexander ALX400 bodied Dennis Trident 4201 (Y807TOH) leads two further low-floor double-deckers stood there in the twilight, the concealed lighting of the Selfridges building creating a blue tinted glow.

VP002 Super Prestige 50 Pulhams Coaches £23.00



It is relatively rare today to find an operator which has been in business since before the Road Traffic Act 1930. It is very rare to find one still running buses and coaches having started providing local transport in the late Victorian period. Only one name survives from the list above – that of Pulham, until 2023 in the ownership of the fifth generation of the family, but now part of a major international transport operator. Alongside some local social and economic references, this book aims to capture the company's history up to the point of acquisition by the Go Ahead Group, whilst reflecting the pride and passion that was always present. Reference is made to Pulhams' bus services over the years with some snapshots of what was being run at various dates. Details of all the vehicles owned - bus, coach and minibus - from 1924 until the firm's acquisition by the Go Ahead Group are included. 138 pages with over 180 colour and black & white images.

NOW AVAILABLE

VP004 West Midlands Travel - The Travel Years £23.00



David Cole continues his photographic exploration of the development of public transport in the West Midlands over the last 40 or so years, this time covering the West Midlands Travel fleet in the years 1996-2008 when the Travel West Midlands branding was in use. 96 pages of high quality images and detailed captions guide us through the introduction of a new low-floor fleet both single- and double-deck and follow the changes in the business' preferred supplier from Volvo through Optare, Mercedes-Benz and Dennis/ADL to Scania. We see the evolution of the 'standard' colour schemes as well as the colourful dedicated route branding and all-over advertising schemes that were applied. In addition to the main fleet, the rise (and sometimes fall) of the associated Travel Your Bus, Travel Merry Hill, Travel Coventry, Travel Dundee and Travel London operations are covered, particularly where vehicle interchange with the main fleet occurred. A4 softback with around 200 high quality colour photos and captions.

AVAILABLE NOVEMBER 2026

VP001 Deregulation in the West Midlands - The Competitors 1986-1996 £17.50



Following the positive response to West Midlands Travel – the first ten years by the same author, this book covers the other operators that contributed to the West Midlands bus scene in that time period. It is also a fitting way to celebrate 40 years since deregulation was implemented. Around 60 operators feature, from former NBC companies to one-man bands, some more successful than others and each with its own take on colour schemes (or lack of). While many may have operated the ubiquitous Leyland National, some took on much rarer types so an ACE, a CVE, two Quests and a number of Willowbrook rebodies feature alongside the products of Leyland, Dennis, Bedford and more in an era when the vast majority of the buses in the West Midlands were UK built. Towards the end of the time period, full-size Mercedes-Benz products were joining fleets, alongside its wide range of mini- and midi-buses. Over 190 images feature in the books' 64 pages, the vast majority of them not being previously published.

NOW AVAILABLE

VP491 Super Prestige 49 Darlington £20.00



Michael Yelton continues his exploration of municipal transport operation in the UK with this look at Darlington in North East England.

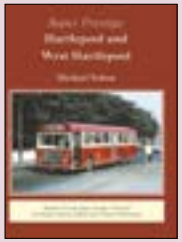
Whilst the town is well-known for its railway connections public street transport began with horse tramways The borough then operated electric trams which were replaced by an exclusively single-deck trolleybus system from 1930 until 1949 when 6 double-decker trolleybuses were acquired. Shortly after that motor buses were introduced and trolleybuses had all gone by 1957. A notable fact regarding Darlington's motor bus fleet was that the majority of the single-deckers operated were of centre-entrance construction.

Various manufacturers models were operated and this led to a series of developments which provided more interest to the enthusiast than it did reliable transport for the townsfolk.

Following the implementation of the 1985 Transport Act the Council was compelled by the Act to dispose of its undertaking to a limited company, named Darlington Transport Company Ltd which ultimately failed in November 1994.

NOW AVAILABLE

VPL69 Super Prestige 47 Hartlepool & West Hartlepool £20.00



Michael Yelton continues his exploration of less well-known municipal operators with this fascinating look at the two operators serving the North East towns of Hartlepool and West Hartlepool. Includes tramways, trolleybuses and motor buses operated in competition and eventually as one entity. Illustrated in colour and black & white with fleetlists for all trams, trolleybuses and motor buses operated by both operators.

NOW AVAILABLE

VP498 AEC Q - Not Just For London £45.00



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 206 pages.

VP488	Portuguese Buses V 6 Private Bus Operators of N Portugal	£56.00
VP494	Prestige Series No.43 Colwyn Bay	£10.00
VP485	Super Prestige 42 Aberdare	£16.00
VP492	Super Prestige 43 Merthyr Tydfil	£20.00
VP497	Super Prestige 44 Chester	£20.00
VPL38	Super Prestige 45 Swindon	£20.00
VPL67	Super Prestige 46 Great Yarmouth	£20.00
VP499	WMPTE The County Years	£23.00
VPL79	West Midlands Travel - the First Ten Years	£23.00
VP432	50 Years of the WMPTE Ailsa	£17.50

BUS & TROLLEYBUSES

AMBERLEY PUBLISHING

A3296 Bus Eireann - Forty Years Serving the Nation £15.99 Feb

Bus Éireann was formed in 1987 following State Transport Operator CIE being split into three separate operational companies. The company operates city services in Cork, Limerick, Galway and Waterford and town services in Carlow, Athlone, Navan, Dundalk, Drogheda and Sligo. It operates an express network branded as Expressway and operates Public Service Obligation (PSO) routes nationwide as well as commuter services and the State School Transport Scheme on behalf of the Department of Education and Science using their own and Private Operators Vehicles. Over the last forty years elements of their services have developed rapidly with the expansion of the Irish economy. From Cork in the South to Donegal in the north-west, Bus Éireann is the principal operator of services in the Republic of Ireland. With a wealth of fascinating images, Darren Hall details the story of this much-loved national bus company in its fortieth year of operation.

A3005 Carris: Buses Of Lisbon's Municipal Transport in 1980s £15.99 Dec



Companhia Carris de Ferro de Lisboa, known as Carris, was formed in 1872 and has been operating the municipal transport in the Portuguese capital of Lisbon ever since. Starting with horse-drawn and cable-car trams, these were gradually replaced by electric trams in the early twentieth century. Trams reigned supreme for almost seventy-five years before buses were introduced which were almost universally of British origin. The authority amassed a large fleet of single- and double-deck AEC types which were mainly used to expand services to the new suburbs. The British influence waned in the early 1970s and from 1975 the authority invested in a large fleet of Iveco, Scania and Volvo single-deckers to replace their ageing fleet of Regals and Regents. During the 1960s Carris also embarked on a comprehensive programme of bus rebuilding which included the conversion of fifty single-deck types to double-deck types to increase their passenger-carrying capacity. Mike Rhodes documents Carris buses during the 1980s.

A3294 Dublin Bus - Forty Years Growing With The City £15.99 Jan



On 2 February 1987, the State Transport Company CIE was split into three operational companies operating independently of each other, Dublin Bus providing bus transport to the Greater Dublin area. The company has served the city for forty years against a backdrop of recession and poor infrastructure in the 1980s through to an economic boom in the 1990s and 2000s. From humble beginnings with a fleet that needed investment Dublin Bus has flourished and is now a well-run and vital cog in the wheel of the city. There have been many innovations in terms of liveries, vehicle types and route reorganisations as well as the loss of some routes to a new company, Go Ahead Ireland. With a wealth of fascinating images, Darren Hall details the story of this much-loved Dublin bus company in its fortieth year of operation.

A3202 Hulleys £15.99 Jan



For 104 years family run bus company Hulleys of Baslow served local residents and tourists in the Peak District, allowing them to stay connected while enjoying some amazing scenery along the way. Those who were lucky enough to drive the buses on these routes appreciated the picturesque views, with plenty of photos taken and stories created. Although Hulleys has now disappeared, Alex Clough takes you on a bus journey across the Peak District, showcasing the stunning scenery and highlighting the variety of vehicles that operated the routes. From Alfreton to Sheffield and Chesterfield to Castleton, this book shows just what it was like driving for a bus company that kept the Peak District connected.

A8774 NBC. Coaches - Formation to Privatisation 1969-88 £15.99 Feb

When the National Bus Company was formed in 1969, it didn't just inherit buses but coaches as well. These worked on a network of express services, on holidays, tours, contracts and private hire. There was a whole variety of different names and liveries. At first there was little change, but from 1972 a new nationwide brand emerged for coaches – National Travel, with a common white livery. This evolved into National Express, National Holidays and National Express Rapide. A dual-purpose livery of half red (or green)/half white was applied to coaches and coach-seated buses on lesser duties. Later, a range of livery variations also evolved for commuter services and contract work. The National Bus Company has long gone, having been privatised in the late 1980s, but the National Express brand and white livery survive today. This book looks back at the establishment of National Travel and the development of coaches and coach liveries during the NBC years.

A2927 Steps To Electric: Cambridge £15.99 Jan



Gary Seamarks takes a look at the Cambridge bus scene and the steps taken towards all-electric buses. The Stagecoach East and Whippet fleets, along with more recent operators such as Stephensons and A2B, are featured, mostly in central Cambridge locations but also around the Cambridgeshire Busway, which runs across the university city. Route branding of the Park & Ride vehicles has introduced additional colour to the Stagecoach operation, along with a city sightseeing operation. Whippet, on the other hand, runs a mixed fleet of second-hand and new single-deckers, supplemented by many older double-deckers which add interest to the fleet. Both operators have now taken batches of electric buses as they look to the future.

A3260 Trentbarton £15.99



As the main interurban operator in Nottinghamshire and Derbyshire, Trentbarton is industry famous for its brightly coloured individual branding and customer service. It has transformed from the separate identities of Barton Buses and Trent Buses into the trentbarton brand it is today. Most recently, many routes have been refreshed with new vehicles being added to the already large fleet of Alexander Dennis buses in operation. Alex Wright looks at the trentbarton brands and vehicles operated predominantly over the last decade with photographs from his own personal collection.

CAPITAL TRANSPORT PUBLISHING

CA500 The London Swifts £35.00 Dec



Having discovered that its 36ft MB, MBA and MBS classes were too long to operate satisfactorily in the capital's narrow streets, London Transport specified the 33ft 5in version of the same AEC Swift chassis from 1970, ordering a total of 838 SM and SMS-class buses in the succeeding two years. Unfortunately, these proved no more successful in the capital's tough operating conditions than their Merlin forebears; endemic reliability issues were compounded by spares shortages during their operating careers, and the same fate of premature withdrawal ensued when London Transport could not muster the capacity to overhaul both the Swifts and the Routemasters at the same time. All were gone by 1981. As with The London Merlin in the same series, this volume offers a reappraisal of one of London Transport's unhappier types and analyses the circumstances that necessitated their introduction.

CRECY

CR372 abc London Transport in the 1950s - Railways, Buses, Coaches, Trams & Trolleybuses £13.50 Nov



From the 1940s onwards, as well as the famous series of abcs aimed at locospotters, a range of other subjects were tackled under the abc branding. Delving into the archive, which came to Crecy with its acquisition of Ian Allan Publishing in 2016, we have begun to reprint a selection of these other abcs. They are quirky and fascinating and all of them provide large helpings of pure nostalgia, opening a window on a lost world, yet one which will still be in the living memory of many. This book comprises four volumes from the 1940s and 50s focusing on aspects of transport in London. The titles are; abc London Transport Railways Parts I and II (1950), abc London Transport Trams and Trolleybuses (1949) and London Transport Buses, Coaches and Trolleybuses 14th Edition (1957). These are exact facsimiles of the original publications including photos and advertisements.

KEY

K2411 British Motor Bus: The Definitive History £29.95 Nov

Expert author Gavin Booth explores how the motor bus became an indispensable part of daily life. Beautifully illustrated throughout, this book follows the journey of the motor bus from the Edwardian era to present day, covering all major operators, developments, modernisations and privatisations. Alongside the technical detail and specifications provided is a look at the wider cultural impact of bus transport on British communities. This is the definitive guide to the British motor bus, and essential reading for any enthusiast.

FORTHCOMING - OCTOBER 2026 - MARCH 2027

TRAMS & LIGHT RAIL

LRTA

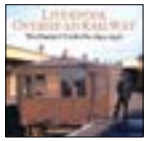
LR663 Tramway Architecture - An Introduction to Buildings of The First Generation of Tramways £40.00



Trams provided the backbone of urban public transport in Britain for over fifty years, and their introduction spawned a large body of building work: depots, workshops, power stations, substations, offices, shelters and stations. This first book on the subject looks at each of these types of structure and explores links between tramways and town planning. Tramway abandonment resulted in the loss of many buildings while those that survive often remain in plain sight, their significance lost. It is hoped the book will help rectify this and further a greater appreciation of these structures and also raise awareness on what remains and might be under threat.

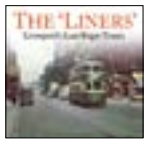
UNIQUE PUBLISHING SERVICES LTD

UQE25 Liverpool Overhead Rly: Dockers' Umbrella 1893-1956 £12.99



For more than two generations the Liverpool Overhead Railway – popularly known as the 'Dockers' Umbrella' or the 'Ovee' – was a familiar sight as it wound its way over its seven-mile route from Dingle to Seaforth & Litherland. The line's origins lay in the need to improve public transport in and around the city's docks and, in its construction and operation, it was one of the most significant pioneering railways in the world. It was the first electric elevated railway, it was the first to use automatic signalling and electric colour light signalling, and the first to employ electrically-powered multiple units. Profitable right until its demise – although never quite as successful as hoped particularly as a result of competition from the trams – it became a victim of its physical rather than its financial climate. Following an Act of Parliament, and despite massive public protests, the line closed at the end of 1956. Efforts to revive it failed and over the next two years the structures were demolished.

UQE24 The 'Liners': Liverpool's Last Bogie Trams £12.99

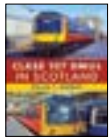


Ninety years ago in 1936, Liverpool introduced a new type of streamline tram and 70 years ago in 1956 they made their final journeys in the city. When Walter Gray Marks was appointed as General Manager of Liverpool Corporation Passenger Transport, it was assumed he would instigate a tram conversion programme but, having assessed the situation, he recommended retention and expansion of the tramway. Amongst the new trams that emerged in furtherance of this policy were the 'Streamliners' – or 'Liners' – of which 163 of the planned 300, were constructed during 1936 and 1937. Sadly, the reversal of the pro-tram policy post-war resulted in their premature demise but a number were to see further service after having been sold to Glasgow. One of the type – No 869 – survives to remind future generations of this stylish class of tram. Incorporating a wide range of evocative photographs, the book explores the type in service over two decades

RAILWAYS

AMBERLEY PUBLISHING

A3022 Class 107 DMUs In Scotland £15.99 Jan



These DMUs were introduced to Scotland from 1960. They were originally allocated to Hamilton depot. They initially worked services on the south side of Glasgow. This included the Glasgow St Enoch to East Kilbride, Kilmacolm, Hamilton Circle, Largs and Ardrossan services. Later, after the closure of St Enoch in 1966, they were deployed between Glasgow Central and Edinburgh via Shotts. They were known as the Derby Heavyweights as they had heavy bodywork and later classified as the Class 107. After Hamilton Depot closed in 1982 they transferred to Ayr depot. Later, they went to Eastfield and Haymarket depots. Most were withdrawn from traffic by 1991. Some were converted to Sandite units but were all gone by 1994. In the early years, some worked charters onto the West Highland Lines. This book covers the class from their introduction in 1960 until their withdrawal from British Rail in 1991. Various sets made into preservation including the Speyside Railway at Aviemore and the Fife Heritage Railway.

A3204 Depot And Workshop Rail Scene – Rail Blue Era £15.99



For well over two decades Rail Blue was the dominant colour and livery choice over the entire BR network, from plain blue to large logo, together with a multitude of livery variations in between. With images predominantly from the 1980s, although the 1970s and early 1990s are also represented, this book features more than eighty locations of former BR depots, stabling points and locomotive workshops within the Rail Blue era. While today some of the depots are still operating, many of the images included are of locations now lost forever, along with the locomotives, DMUs and EMUs that were to be found there. With a wide variety of locations in Scotland, England and Wales covered, Garry Stroud's selection of images offers readers a nostalgic insight into a period of BR history before the onset of the multi-coloured liveries seen today.

A220X From Blyth And Tyne To Northumberland Line £15.99



2024 saw the return of passenger trains between Newcastle and Ashington, sixty years after they were withdrawn. This is the latest instalment in the history of the 'Blyth and Tyne', the origins of which date back to a colliery railway that opened in 1840, quickly growing into a network of lines in south-eastern Northumberland. The lines carried huge amounts of coal, but they were also important for passenger traffic, serving the coastal suburbs of Tynemouth and Whitley Bay. They operated the first electric trains to run in the country and in the 1970s became part of the Tyne & Wear Metro. Passenger traffic declined and was withdrawn in 1964. Coal traffic also dwindled until the last remaining traffic consisted of trains supplying biofuel to Lynemouth power station. This book tells the story of the rise and decline of the lines and the successful campaign to bring passenger services back to the area.

A3058 Railways Around Crewe £15.99 Feb



With lines from Derby, Shrewsbury, Holyhead and Manchester all joining up with the West Coast main line from Euston to Glasgow at Crewe, there is certainly plenty of variety for the railway enthusiast in terms of passenger services. Three of the UK's largest freight operators also have depots in the vicinity of the station, adding to the range of locomotives on offer. The Locomotive Services premises on the site of the former diesel depot gives us a glimpse into the past with its ever-growing fleet of heritage locomotives and coaching stock, maintained to main-line standard. The popular Crewe Heritage Centre is home to a good collection of vintage locomotives too. Cliff Beeton charts the wide array of locomotives and multiple units and the multitude of different liveries that have been part of the railway scene around Crewe over the last forty years or so from the latter days of British Rail up to the present-day privatised railway.

A3254 Steam on Scottish Metals £15.99 Feb

A vibrant selection of Henry Elliott's images documents a steam tour around Scotland, covering the East side, the Central belt and the West side up towards Inverness and the Kyle of Lochalsh. A variety of railtours are included as well as the legendary Jacobite train, renowned as the 'Hogwarts Express' in the Harry Potter films, and the twenty-one-arched Glenfinnan Viaduct, also made famous in those films. A splendid array of locomotives is showcased, including the celebrated Flying Scotsman, pictured crossing the UNESCO heritage site of the Forth Bridge near Edinburgh. Also, just over the border from Scotland, the Royal Border Bridge which carries the East Coast mainline into Berwick-upon-Tweed is pictured. Capturing the bygone era of steam and the stunning landscapes of Scotland, Steam on Scottish Metals is a must for those rail fans nostalgic for the heady days of steam north of the border.

A2685 Trains Through Bletchley And Milton Keynes £15.99



As well as the town enjoying north to south rail services on the WCML, Bletchley was well served by services to Oxford, Buckingham and Banbury to the west and also Bedford and Cambridge to the east. Much of the east to west route has gone with just the 16-mile branch to Bedford in use today. Nevertheless, Bletchley has continued to host both a depot and stabling sidings. Any visitor viewing the area's rail lines cannot fail to notice just how busy the WCML is in this area, with trains passing almost every minute of the day. Despite the inevitable downturn associated with the Covid-19 pandemic, around 5 million passengers still use Milton Keynes Central station each year. This book examines this traffic in detail. With both local and express passenger trains regularly passing on this four-track rail highway, it is a remarkable timetable achievement to accommodate any slower moving freight trains at all. A look through these pages demonstrates the fascinating variety of locos and freight traffic on offer.

FORTHCOMING - OCTOBER 2026 - MARCH 2027

BATSFORD

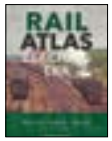
B3080 The Golden Age of Railway Posters £14.99 Dec



TV legend Michael Palin brings you this evocative collection of some of the greatest British railway posters from the 1930s, 40s and 50s, showcasing the stunning graphic design of the period. Few sights can reawaken memories of happy holidays of yesteryear as vividly as the superb railway posters that were so much a part of the great age of mass rail travel. Between the 1930s and 1950s – regarded by many as the heyday of advertising graphic art – a huge range of posters appeared, bearing slogans proclaiming the attractions of such resorts as 'Weston-super-Mare - in Smiling Somerset', and presenting a colourful picture of Britain at its best.

CRECY

CR380 Rail Atlas: The Beeching Era: Proposed - Closed - Survived £25.00 Nov



The majority of this book consists of newly created maps drawn from the cartographic database that has been the foundation of a number of railway atlases, these maps show the following: Passenger lines not threatened by the report; Those that were destined to retain only express services (where this was carried out); Those destined to lose all services (where this was carried out); Lines that were threatened with partial or complete closure that remained open; Lines that were closed despite being listed for retention under Beaching; Passenger stations that were scheduled for closure; Stations that were scheduled to close but which remained open or which were subsequently reopened. The report is most explicit in its dealings with passenger services as these were undoubtedly the most 'political', but it also dealt with freight services. A wealth of supplementary maps further illustrate aspects such as the proposed freightliner network and much more.

FONTHILL MEDIA

F9153 GWR Stations: Paddington to Birmingham & Cambrian £22.00



There was never a railway company so loved and revered as the Great Western. Great Western stations of the old company have survived for nearly 200 years in some cases, but modernisation in the shape of enhanced access, security and electrification means that many have lost their essential character. GWR Stations: Paddington to Birmingham and the Cambrian shows the stations as they were for many years, before recent modernisation, and the survivors that have managed to retain their character, usually by keeping a low profile and quietly carrying on with what they were built for so many years ago. The stations featured are, for the most part, not main line behemoths, but more modest structures found on secondary main lines and branch lines. Many of the old GWR names have been shortened in recent years, but the former names, usually derived from the original Act of Parliament for the line, are used here.

HEATHFIELD PUBLISHING

CA503 DLR - A History of the Docklands Light Railway: A History of the Docklands Light Railway £25.00 Nov



The Docklands Light Railway (DLR) opened for passenger service on 31st August 1987 and this book is published as it enters its 40th year of operation. This landmark anniversary coincided with the rollout of a brand-new fleet of 54 walk-through, air-conditioned trains manufactured by CAF in northern Spain at a total cost of almost one billion pounds. The story of the railway is told from all aspects, including planning, building, ownership, operation, upgrading, train development, line extensions and station design. It covers the transformation from a relatively small operation to a railway that now very successfully serves a much greater market than at first had been envisaged. The railway has been key in the transformation of the Docklands area from a partly derelict wasteland into a thriving new district of the capital.

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.

PEN & SWORD

P3083 A History of Brush Traction Locos: An Historic Overview £29.99 Jan



This book explores the locomotives built by Brush Traction and its numerous incarnations since 1865. In the very early days, a diverse selection of vehicles were turned out including carriages, wagons, tramcars and even automobiles before production was concentrated on locomotives. We look closely at the important developments and locos produced, starting out from a small back street concern and going on to become a huge world famous manufacturing company. The UK is fortunate to still witness some of the iconic locomotives built by Brush, while further afield their engines continue working hard in many foreign lands including Hong Kong and New Zealand. In separate chapters, steam, diesel and electrics feature along with detailed introductions and captions that give the reader a real insight into the long list of locos that passed through the gates of the Loughborough Works. Early steam engines, one-off prototypes, famous diesel classes and state of the art electrics all appear.

P1963 Britain's Railways in the First World War £14.99 Feb



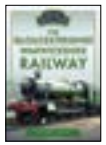
NEW SOFTBACK EDITION. It is easy to believe that the only part that Britain's railways played in WWI was to carry the soldiers to the ships that would take them to France. This couldn't be further from the truth. Without the help from the railways, it is unlikely that the war would have been over as quickly as it was. In this book Michael Foley examines how the railway system and its workers proved to be a vital part of the war effort, one contemporary writer even commenting that he thought they were as significant as the navy. The book describes how the enlistment of railway troops for the Royal Engineers to meet the increasing transport demands of the military was to bleed the civilian system dry as skilled railwaymen were sent to work at the front. In addition, the military commandeered thousands of Britain's railway vehicles, sending them to war, and turned the already stressed railway workshops away from maintaining the country's railways and rolling stock so they could produce armaments for the forces instead.

P2414 Clapham Train Accident: Causes, Context & Corporate Memory Challenge £16.99



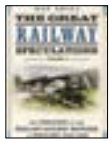
The Clapham Train Accident considers Clapham in its wider context, using official reports and expert interviews to describe both the causes and the terrible effects. It looks beyond the railway to the external factors acting not only on British Rail, but also the government of the time, and considers 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.

P2251 The Gloucestershire Warwickshire Railway £16.99 Mar



The Gloucestershire Warwickshire Railway (Heritage Guide) opens the door to one of Britain's most beloved heritage railways and the rich history that shaped the region. This guide reveals the GWR's late but strategic decision to drive a new line from Stratford-upon-Avon to Cheltenham—an ambitious move designed to outmanoeuvre the Midland Railway and create a vital shortcut. The story of the line's construction, operation, decline, and remarkable preservation is told with clarity and insight, making this book an essential companion for enthusiasts and curious visitors alike. But the journey doesn't stop at the platform; it takes you beyond the railway to the places and hidden corners that make the area unforgettable. Whether you're planning a day out, a weekend escape, or an exploration of the Cotswolds, it offers a wealth of ideas to enrich your visit and inspire you to linger longer. Packed with local knowledge, historical context, and practical suggestions.

P5700 Great Railway Speculations: V2: Expansion of the Midland Railway Network in England 1848–60 £25.00 Nov



This second volume of The Great Railway Speculations explores a period of outstanding progress in civil engineering and locomotive design, when the four principal operating companies expanded their networks and consolidated their operations to provide an improved public service for passengers, freight and parcels traffic. Opportunities to make astonishing returns on investments remained as rich as ever, and yet there were also many projects that ended in failure and ruin.

FORTHCOMING - OCTOBER 2026 - MARCH 2027

P6119 Henry Fowler's Royal Scots and Patriot 4-6-0s: From Original Designs to Reconstructed Versions £35.00 Feb



When the Royal Scot class first appeared in 1927, they marked a major step forward in locomotive design for the London, Midland and Scottish Railway. Derby based Henry Fowler appointed as Chief Engineer favoured a Pacific Class to provide sufficient motive power, but his ideas found as little support as those of his predecessor George Hughes. In a bid to find an acceptable solution the company borrowed a GWR Castle for test purposes and sought to design and build something as good to pull its prestigious passenger trains. And so, the Royal Scot Class came into existence, followed three years later, by the 4-6-0 Patriots. Both types would have chequered histories and face rebuilding but ultimately proved to be good engines of their type, although the arrival of Stanier's new locomotives post 1932, particularly the Princess Coronations, meant that the Scots were soon eclipsed in the public eye and have become something of a footnote in railway history.

P8045 Locomotive Sheds & Workshops: LMS & LNER £25.00 Dec



This book largely focusses on an era from 1923 until 1948, which many people consider the golden age of Britain's railways. It was a time when the railways were managed and operated by the LMS, LNER, GWR and SR. The book itself concentrates on just two of these companies, the LMS and the LNER. Locomotive sheds and works were the mainstay of Britain's railway network. Railway works were responsible for building, maintaining and eventually scrapping of locomotives, whilst sheds were the depots which housed and serviced locomotives. These places were generally out of bounds to members of the public, for reasons of health and safety and for security purposes. However, the photographs which appear in this book reveal the true extent of what these places were like, and some give an insight into how steam locomotives were built. Many of the photographs used are rare and unusual for a variety of reasons, with some being published for the first time.

P1267 Southern Railway, 1936-47: World War Two & Final Years £25.00 Mar



This volume covers the Southern Railway (SR) from 1936 to 1947. These years saw the final extensions of the electrifications made by the SR as well as the inauguration of Britain's first international passenger train the London to Paris Night Ferry, which used the Dover to Dunkirk train ferry. The SR was very much on the front line in the Second World War being involved with the repatriation of troops from France at the time of the Dunkirk Evacuation and with the preparations for the Normandy Landings, it also suffered heavily in the Blitz. Post war there were plans for further electrifications, not all of which came to fruition following the nationalisation of the railways. The years also saw new motive power in the form of the first diesel and electric locomotives as well as Merchant Navy, West Country and Battle of Britain classes, and also the Q1 class 0-6-0s. The 4DD class emu although appearing after nationalisation were Britain's only double deck trains and were also designed by Bulleid.

P3583 Underground Railway 1801-1902 Crowded City £40.00 Nov



The London Underground, the very essence of a great metropolis, is a story which has fascinated and captivated generations since its first opening in January 1863\. For many it is a very familiar narrative, a seemingly well-trodden story, with little new or significant additions, a direct and simple story of development and expansion, from the first trains from Paddington to Farringdon, culminating in today's Elizabeth line. What this book seeks to do is to revisit the seemingly familiar story but utilising the full wealth of archive primary resources now available. These sources are honed by a highly experienced researcher and historical expert in the subject. The daunting engineering challenges from constructing tunnels under London, or designing Underground rolling stock, to the ever present battle to secure financial stability to expand and enhance the system, along with the unique design culture; are fully explored.

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P5334 Weston, Clevedon and Portishead Light Railway: The Line That Ran Along The Somerset Coast £35.00 Mar



The Weston, Clevedon & Portishead Light Railway had a relatively brief existence serving three coastal towns in north Somerset. Unfortunately, it never secured the financial backing that it required and greedy landowners forced it to exceed its available funding, delaying the completion of the line beyond Clevedon to Portishead for some years. A saviour in the form of a rich insurance broker, some clever technical innovations under the management of the Colonel HF Stephens, and some dodgy financial restructuring kept the railway going until 1940. For most of its existence, though, it was in receivership. The public, particularly holidaymakers, came to appreciate the railway for its quirkiness, finding delight in its old-fashioned carriages and cast-off locomotives. For many residents it provided a useful service but they preferred the convenience of motor buses when they commenced operating in the area from the 1920s.

PLATFORM 5 PUBLISHING

PF448 Locomotive Pocket Book 2027 £8.50



The 2027 edition of the guide to all locomotives that operate on Britain's national railway network and the Eurotunnel network. This pocket book contains a complete list of all locomotives in service with the following details provided for every locomotive: owner, operator, livery, depot allocation, and named locomotives. The book also includes technical data for every class of locomotive and an overview of the structure of Britain's railways today, including details of all franchised passenger train operators, open-access operators and freight train operators and has been completely updated to incorporate all the latest rolling stock changes.

PF449 Coaching Stock Pocket Book 2027 £8.50



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

PF450 Diesel Multiple Units Pocket Book 2027 £8.50



The complete guide to all Diesel Multiple Units which operate on National Rail with livery details, ownership, numbers carried and allocations all included. Data is correct to October 2026. The book also includes technical data for every class of DMU and an overview of the structure of Britain's railways today. Further details of on-track machines used to maintain Britain's railways, plus Network Rail service DMUs, former BR DMUs in industrial service and DMUs awaiting disposal are also provided. The book has been completely updated to incorporate all the latest rolling stock changes.

PF451 Electric Multiple Units Pocket Book 2027 £8.50



The complete guide to all Electric Multiple Units which operate on National Rail and Eurotunnel. Details are provided for each unit, including depot allocations, livery, owners and operators. The book also includes technical data for every class of EMU and an overview of the structure of Britain's railways today. Further details of Eurostar units, former BR EMUs in industrial service and EMUs awaiting disposal are also provided. The book is divided into nine main sections: Early Series 25 kV AC 50 Hz Overhead & Dual Voltage Multiple Units, 750 V DC Third Rail Multiple Units, Later Series Dual Voltage & 25 kV AC 50 Hz Overhead Multiple Units, Hitachi IEP Multiple Units, Eurostar Units, Network Rail Service EMUs, EMU Vehicles in Industrial Service, EMUs Awaiting Disposal, and Codes. The book has been completely updated to incorporate all the latest rolling stock changes.

PFS27 2027 Pocket Book Set of 4 £33.00



1 copy each of the 2027 pocket books as a set.

FORTHCOMING - OCTOBER 2026 - MARCH 2027

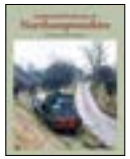
TRANSPORT TREASURY PUBLISHING

TT654 BR Times Issue 4: October 2026 £13.50



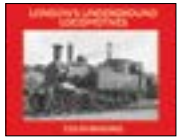
Introduction; Shed Bashing by Coach: 'The Grand Scottish Tour' by Stuart Warr; When the Penny Dropped: BR's D-Day to Decimalisation by Alex Fisher; Track and Trace: Working My Summer Holidays at the RTC by Chris Nuthall; Bescot and Beyond: A Railway Career - Part 1 by David Moore; The Enfield Thunderbolt: A BR Proposal for Electric Car Hire by Alex Fisher; Deltic Delights: A Personal Collection by Trevor Ermel; Kilnwick Crossing: An Accident Report by Alex Fishe; Class 156 Super Sprinter Introduction into Service Monitoring Exercise - Part 1 by David W Brown; Gronks Galore: The Withdrawal of the Class 08 - Part 2 by Alex Fisher; The Earliest Days of Privatisation by Nic Joynson; Tea, Breakfasts and Buffets: A 40-Year Railway Career - Part 1 by Wendy Garrett; The Weaver and the Knitting: The Electrification of the Northern Half of the West Coast Main Line - Part 3 by David Hunter; Your Comments; Tail Lamp

TT124 Industrial Railways of Northamptonshire £19.95



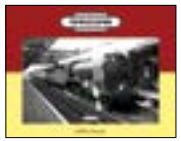
In the 1960s industrial railways were a declining, but still important part of the nation's economy. Northamptonshire was the location for many such railways and the author presents his experiences with pictures of some of those that were still to be seen at work as the era drew to a close. Although many of the locations of these railways have since altered beyond recognition, a selection of pictures and memories recalls some of the ambience and sights of the time, and the comings and goings of the engines that busily went about their daily routine.

TT398 London's Underground Locomotives £13.50



From the Beyer Peacock engines that first ran in smoky tunnels under London and then out into open countryside, to the larger locomotives that handled growing passenger numbers and substantial goods traffic. From the strikingly designed electric locomotives hauling teak-bodied coaches out into the developing 'Metroland', to the ex-Great Western pannier tanks in their handsome London Transport maroon livery bustling around the network on departmental duties in later years, this book portrays the rich variety of locomotives that served London's underground railways for more than a century.

TT377 Templecombe £13.50



Templecombe, once an important junction of east-west and north-south routes, has suffered a marked change in fortunes over the years from run down to closure followed by re-opening. It once had considerable railway infrastructure in the form of a locomotive shed and extensive goods yards served by a wide variety of steam motive power. In this volume we look at both the former LSWR mainline and the S&D route which always formed an operationally awkward junction with its neighbour. Today the remaining emasculated mainline, singled for much of its length, is served by DMUs – a far cry indeed from the multi-portioned expresses from Waterloo to destinations in the West Country and the packed holiday trains from the North and Midlands to Bournemouth of former days.

UNIQUE PUBLISHING SERVICES LTD

UQE26 Railway Route Atlas: A Tracker's Guide: 2nd Edition 2026 £14.99



New, updated, second edition. Providing comprehensive coverage of the entire historic railway network of Great Britain, Railway Route Atlas: A Tracker's Guide is designed to permit the enthusiast to highlight those lines travelled over to produce a record of journeys. In addition to the detailed mapping, the book also includes a section in which the user can annotate a log in order to keep a record of when specific routes were travelled and the types of traction used in the journey - and, as such, it will become a unique record of each individual's travels. This book will be of assistance to all those who like to visit disused railway sites or enjoy walking or cycling along the many converted trackbeds that exist in Britain.

OTHER TRANSPORT

AUTO REVIEW

AR225 Postal Transport £5.95 Nov



First a definition and distinction. Post or Mail? In Britain domestic items are sent by Post (hence the Post Office), but often more important or overseas items are often referred to as Mail (hence the Royal Mail and Air Mail). In France and other countries, the term Post or Poste is used, but in America it is usually Mail (hence US Mail). Here we have the story of the mails carried on wheels, from horse-drawn mail coaches to the railways and then motor transport by road. The internet and emails reduced the volume of letters carried by postal services in all countries, but the growth of e-commerce increased parcels traffic. Express delivery companies had always competed with the postal service in this sector, so we also look at carriage of parcels down the years by well-known names in the industry. The 21st century also saw a switch to forms of transport which caused less pollution; electricity and even pedal power. Most of our story relates to the UK, but with sidelights on practice in other countries.

PEN & SWORD

P0957 A History of Britain's Transport £15.99 Dec



An accessible book to draw on popular interest in transport history, routes, vehicles and experiences. Transport history is social and industrial national history. Passengers and freight will be covered. Explore the evolution of transport and its profound impact on society and industry in this accessible and engaging book. From walking and packhorses—essential yet often overlooked—to Roman roads, medieval bridges, and eighteenth-century turnpikes, uncover the innovations that shaped how we travel and trade. Delve into the history of river, coastal, and canal travel that connected communities before the transformative ages of rail, motoring, and aviation. With all forms of transport overlapping and influencing one another, this book weaves a compelling narrative of progress and change.

CARS & MOTORING

AMBERLEY PUBLISHING

A3462 Bentley Turbo R - The Car That Saved The Marque £15.99



Bentley is one of the world's greatest motoring brands, having first built its reputation in the 24 Hours of Le Mans in the 1920s. However, by the early 1980s Bentley was merely a badge-engineered subsidiary of Rolls-Royce, with no unique body styles. A new management team with fresh engineering leadership brought new life to Bentley, taking advantage of the relatively new turbocharging technology, which significantly increased power output. This led first to the Mulsanne Turbo and then the Turbo R. The 'R' stood for roadholding and the author describes how improvements in the suspension gave the car the stability and handling qualities to match the new powerful engine. All model variants are covered, including model year upgrades and entry to the United States in 1989, through to Turbo RT and run-out special editions. It also covers derivatives, such as the Continental R and Continental Turbo, and how the turbo engine was used in other models. The book also provides advice on buying, owning and running a Turbo R. This book is a unique concise inside guide to one of Bentley's more significant and successful models.

A2836 Rover Gas Turbine Cars £15.99 Dec



Rover were pioneers in gas-turbine propulsion for road vehicles. Their interest was aroused during the Second World War, when several engineers were seconded to the top-secret development of Frank Whittle's jet aero engine. By adapting the technology to produce a road vehicle, they had one running by 1950, and in 1952 set some world speed records with it. Further experimental cars followed, but progress was hampered by the non-availability of exotic materials necessary to reduce fuel consumption. In the early 1960s, the technology was proved on the racetracks by the Rover-BRM gas-turbine racing car at Le Mans. After the Leyland takeover in 1968 it was then adapted for large trucks, but the programme foundered after the 1973 Oil Crisis forced a focus on other issues. Rover expert James Taylor follows the development of this technology and the efforts to turn it into a viable propulsion for production cars, including the Rover P6 and Range Rover.

FORTHCOMING - OCTOBER 2026 - MARCH 2027

A2766 Scottish Motorsport A Century Of Memories £15.99



Some of the most successful motorsport competitors of all time hail from Scotland with such names as World Formula 1 champions Jim Clark and Sir Jackie Stewart, as well as fellow F1 ace David Coulthard, World Rally champion Colin McRae, multiple TT winner and British Superbike champion Steve Hislop, Touring Car legends John Cleland and Gordon Shedden, Le Mans 24 Hours winner Allan McNish, wife of F1 boss Toto Wolff, Susie Wolff, Indy 500 winner Dario Franchitti, decorated Olympic cyclist and part-time racer Sir Chris Hoy and land speed world record holder Richard Noble amongst others. The Scottish Six Days Trial (SSDT) has run since 1909 around Ben Nevis, and the Rest and be Thankful Hillclimb in Argyll started even earlier in 1906. Historic old tracks include Beveridge Park, Charterhall and Ingliston, and the burgeoning Knockhill circuit which recently celebrated its 50th anniversary and the gruelling Scottish Rally Championship is held annually on a variety of courses throughout the country.

A2865 VW Scirocco £15.99



At the end of the 1960s, the German firm Volkswagen was experiencing significant technical and economic challenges. Plunged into a creative crisis and commercially threatened by more modern rivals designed by its European competitors, the reign of the classic and untouchable VW Beetle and its derivatives was coming to an end. Volkswagen reacted by creating one of its most legendary cars, the Golf, and from this was born a beautiful coupé named after an African desert wind, the Scirocco. This car became legendary for its forms, created by the Italian designer Giugiaro, and its main objective was to replace the outdated sports-style Karmann Ghia. The Scirocco creative process became a race against the clock for the Volkswagen and Karmann technicians and was fraught with difficulties of all kinds: production, design and economic.

COMMERCIAL VEHICLES

AMBERLEY PUBLISHING

A2987 Midlands Lorries £15.99 Feb



Together the Midlands counties of Staffordshire, Cheshire and Derbyshire can almost be described as the crossroads of the United Kingdom. They have always been excellent places to spot local vehicles and others from many parts of the country passing through or delivering to the area. In addition, many hauliers and transport companies have been based here. The area itself is quite industrial and there are also a number of quarries dotted around. Tippers, tankers and flats have been the order of the day. However, times change and although similar vehicles still operate, the days of rope and sheet are almost a thing of the past with curtainside motors being more prevalent nowadays. Living in Staffordshire, Carl Johnson has been best placed to capture on film a fascinating selection of lorries in the Midlands going about their daily grind, as well as being fortunate to visit some operators' yards.

AIRCRAFT

AMBERLEY PUBLISHING

A2507 Boeing 737 MAX £15.99



The Boeing 737 MAX is the fourth generation of the Boeing 737, developed in response to Airbus improving its A320 family. Key to the development of the 737 MAX was the more efficient CFM LEAP-1B engine, which promised improvements in fuel consumption and operating costs. The 737 MAX first entered service in May 2017. By the end of 2018, 4,300 aircraft had been ordered by ninety-five airlines. However, two fatal incidents involving MAX 8 aircraft occurred in 2018 and 2019, leading to a worldwide grounding of all MAX aircraft from March 2019 to November 2020, and the cancellation of many orders. The main cause of the crashes was a malfunctioning automated flight control system. Key design changes to the 737 MAX and airline training programmes were required to address the safety issues that resulted in the crashes before the MAX was recertified and cleared to return to service. Nigel Richardson offers a concise and fully illustrated account of the design, development and operation of the Boeing 737 MAX.

KEY PUBLISHING

KE120 The Airbus A320 Family £25.95 Dec



This book tells the story of the A320 from its evolution, design, development and construction up to its entry into service. It describes the growth of the A320 Family through the development of the A318, A319 and A321 and the subsequent enhancement programme, which resulted in the A320neo (new engine option) Family of aircraft (the previous generation became retrospectively renamed the A320ceo (current engine option) Family). It explains the aircraft's structure, systems and engines and provides an overview of the A320ceo and A320neo Families in commercial service.

SHIPPING & MARITIME

CRECY

CR371 abc Royal Navy of the 1950s and 60s £13.50 Nov



This volume consists of two abcs from the 1950s; abc British Warships and abc The Sea and Ships and two from the 1960s; abc Royal Navy and abc Fleet Air Arm. While three of component titles of this volume are solely devoted to matters naval, abc The Sea and Ships is a general introduction to ships and shipping. Even today, decades after its original publication, readers will find it very useful. It deals with virtually every aspect of the subject from ship design, navigation and nautical terminology through to lifeboats and the port registration letters of British fishing boats. Many of the obscure terms used in the Shipping Forecast are finally explained in this delightful little book.

PEN & SWORD

P1147 Titanic: Day by Day £14.99 Nov



In this unique book, each page is filled with information for every Titanic enthusiast. For each day of the year, there are births and deaths of passengers and crew alongside relevant newspaper articles from the time. Also included are Titanic facts and Titanic survivor quotes. This allows the reader to discover more about the tragedy as it unfolded before the eyes of witnesses, and to delve into the British and American inquiries to see what really happened. Simon's great-grandfather Robert Hichens, one of the six quartermasters of the Titanic, was at the helm when the ship hit the iceberg. He survived on lifeboat number six. His experience on Titanic is one of hundreds recounted in this book, passengers and crew alike. The book can be picked up both for casual reading or used every day of the week and enjoyed.



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BUS & TROLLEYBUSES

ADAM GORDON

AG457 Transport In London A Personal Showcase - Photos from the FG Reynolds collection £32.00



Fred Reynolds recording the London transport scene in the post-war period. This was a most interesting time with older vehicles continuing due to a policy of make do and mend, war-time utility buses and borrowed vehicles being slowly phased out as newer types became available. We are fortunate in that rear views of vehicles were never neglected. His interests included both the Central and Country areas, trolleybuses, trams, the Underground, mostly surface stock, and the former Southern Railway, principally both sections of Waterloo Station. Living in Sidcup Mr. Reynolds had a number of preferred locations for his photography which he would visit on various different occasions. A few photos have been included which were taken when he was visiting other parts of the country. With family responsibilities Mr. Reynolds gave up photographing transport subjects in 1956 but, fortunately, his collection survives.

ALAN HILEY

AH663 Out on the Road - The Companies, Their Buses, Coaches & Routes £14.95



This book shows buses and coaches doing what they were built for, out on the road and earning revenue. Looking at companies mainly in the East Midlands going about their business. Trent, Barton and TrentBarton, Both Derby City and Nottingham City buses, East Midland, Midland Red, bus wars in Leicester, some Derbyshire independent companies, buses in snow, the rise of the mini and midi buses, coaches from various parts of the country, some street and Bus Station scenes, brand named buses and trolley buses, many photos in colour and never seen before.

AMBERLEY PUBLISHING

A2517 A History of Bus Operators in Preston £15.99



Mike Rhodes documents the bus operators who have served Preston with many rare and unpublished photographs and informative captions.

A2853 Arriva The Shires The Last Twenty-Five Years £15.99



2026 marks forty years since the United Counties operations in Luton, Hitchin and Aylesbury were transferred into the new Luton and District Transport Company, which in 1990 acquired London Country North West, and various other operators along the way. In 1994 the company was purchased by British Bus and later Cowie with the Arriva branding adopted nationwide in 1997. Boundary changes and closures now see the core operating area centred on Luton and Milton Keynes, with services reaching Watford to the south and Northampton to the north, as well as the 757 Green Line into Central London, while services in the Luton and Dunstable area make good use of the Busway to cut journey times. With 180 colour images and informative captions, Gary Seamarks details the vehicles operated over the past twenty-five years across the mixed fleet which has carried the various Arriva liveries as well as some others.

A2883 British Bus Stations North West England £15.99



A showcase of the 80 functioning bus stations in the North West, as well as many more long-lost stations. Bus stations, comprising at least two bus stands where buses start, end or pause their journey, first appeared in the 1920s. Up to the 1970s many buses still had rear entrances, which dictated the design of the typical bus station with buses parking parallel to their stands. From the 1980s boarding arrangements were from the front of the bus and required a different design of station. The introduction of low-floor easy-access buses from the late 1990s required a level platform adjacent to the bus entrance, largely influencing the design of the many bus stations that have been built and modernised in the twenty-first century. A wide variety of architectural styles are on show across the North West, including Whalley which has remained unaltered since it opened in April 1954.

A2824 Buses & Coaches Of SW England & Wales The Last Thirty Years £15.99



Over the past thirty years the bus and coach scene across South West England and Wales has seen continual change, from the minibus era to the low-floor revolution. A vast array of vehicle types was in operation, with inter-company transfers by the larger groups of particular interest as well as those vehicles acquired 'second-hand'. While many of the smaller operators have come and gone, a good number still provide vital transport links, often filling gaps left by the larger companies. Much consolidation has taken place over the past three decades with many companies now under the control of the industry's major organisations. Numerous municipal operators once existed in Wales but all bar two have now closed or been taken over by larger companies. Some surprising moves are also detailed here, such as First Group's virtual removal from Devon and Cornwall and the considerable expansion of the Stagecoach and Go-Ahead groups.

A2363 Chelmsford Buses in the Twenty First Century £15.99



This book documents the surprisingly varied bus scene in Chelmsford, one of Britain's newest cities, since 2000. Although the main operator is First, whose fleet in the city is mainly single deck due to the famous low railway bridge in Duke Street, the fleet does still have a number of double-deckers. In fact, the number of double-deckers in Chelmsford has increased in recent years as First have converted several inter urban routes to double-deck operation. The new liveries recently introduced by First are also featured in this book. In addition to First, Chelmsford continues to be served by other operators such as Arriva, Stephensons and Go Ahead Group subsidiary Hedingham. Regal Busways were also a familiar sight in Chelmsford before their demise. All are included here.

A2667 Daimler Fleetlines £15.99



Over 8,700 Fleetlines were produced under the Daimler name, including a significant number of single-deck types. Here Mike Rhodes charts the fortunes of the Fleetline until the Daimler name was dropped.

A2820 Derbyshire Buses In The 1990s £15.99



The 1990s proved to be a very colourful decade for Derbyshire bus operators. The main town operators in Chesterfield and Derby presented a brand-new image post-privatisation. Both adopted a totally different base colour to that previously used, and in the case of Derby a new identity was created called City Rider. The infamous Stagecoach stripes were born into the East Midland fleet and some successful and a few not so successful but nevertheless interesting independent bus operators emerged, all proudly displaying their own distinctive liveries. There was also a noticeable and varied array of different vehicle types to be found operating in the run-up to the new millennium, including some unique and heritage vehicles. A fine example of one of these was the Dennis Pax V operated by Peakbus of Chesterfield. Packed with 180 colour photographs and informative captions, Andrew Bagshaw presents a fascinating insight into buses in Derbyshire during the 1990s.

A2798 From Crosville to Oblivion The South Cheshire Depots £15.99



In the early 1980s Crosville was one of the largest subsidiaries of the National Bus Company, but this was to change from 1986 as the government of the day declared that Crosville would be split into separate English and Welsh subsidiaries as a prelude to privatisation and deregulation. Then in 1988 Crosville was sold to ATL Holdings, which proceeded to sell off all the newest coaches and some prime properties. Later the company sold Crosville to Drawlane, which divided the bulk of it up amongst fellow Drawlane subsidiaries before selling the remainder on to PMT. In this book Cliff Beeton examines the fortunes of the South Cheshire depots at Crewe, Etruria, Congleton, Macclesfield and Northwich. He goes on to document how they fared under separate Drawlane companies before being put back together again as Arriva, which would ultimately pull the plug and abandon the whole area in April 2023.

The office will close for Christmas on Wednesday 23rd December 2026 and will reopen Tuesday 5th January 2027.

RECENTLY PUBLISHED TITLES

A2447 London's Titans £15.99



David Beddall documents the Titan's service in London, both in normal passenger service and as a tour bus, through a diverse selection of high-quality images.

A2780 Mail Coach To Motorway Coach Story Of Birch Brothers Ltd £15.99



The Birch family road transport interests can be traced back to the late eighteenth century when they operated a mail-coach service in the Plymouth area. In 1810, William Birch moved to London and established a horse-cab business in 1846. The company then began building bodies for lorries and buses from 1887, becoming known for their innovative approach, such as introducing diesel engines in taxis in the early 1950s. From 1905 Birch became one of the pioneers of motorbus operation in London, although they reverted to using horse buses until ceasing bus operations in 1912. In 1933 they launched a successful express route between London and Bedford, later extending to Rushden and Kettering, in 1928. Although London Transport took over the London routes operated by Birch in 1934, between 1928 and 1966 the company acquired seventeen operators. These were run successfully until the late 1960s, when Birch sold out to United Counties.

A0928 Newport Bus £15.99



With a wealth of previously unpublished images, Simon Ingham celebrates the changing face of Newport Bus.

A2629 On Location - Buses And Coaches Home And Abroad £15.99



What makes the best setting for photographing buses and coaches? Finding appealing backgrounds or situations can make images more interesting and provides the opportunity in future years to take comparison 'then and now' shots. Richard Walter presents a diverse selection of buses, coaches and operators in a range of scenic locations both here in the UK and overseas, some familiar and some that might just be worth exploring yourself. Each image is accompanied by a short description of why the setting might make for more interesting viewing.

A2756 Scarborough Buses, 1940s–1960s £15.99



Scarborough of the 1940s to 1960s was a fascinating place for a young bus enthusiast. Travelling from Hull to visit relatives at Newby, outside Scarborough, whether for a day or longer, provided an opportunity not only to observe and ride on United's buses, but also to travel by East Yorkshire buses. The main attraction was United's buses which were often in a state of transformation, from 1930s Leyland Titans to the forward-entrance Lodekkas of the 1960s. Especially fascinating were the three variants of the centre-entrance single-deckers which worked the seafront service. In summer, frequencies were intensive to serve crowds of holidaymakers at the attractions, especially near the Corner Café and on the seafront. East Yorkshire used 1930s Titans (some with new bodies), post-war Titans with 'Beverley Bar' bodywork, Bridgemasters and Renowns, while the West Yorkshire fleet had standard Bristol double-deckers and saloons, some with 'Bible-style' destination indicators.

A2563 Scenic North Wales Bus Journeys £15.99



The scenery of North Wales is well known for its breathtaking views and historic landmarks, with towns and villages having their own unique history and modern-day function. But one thing that links them all, quite literally in many instances, is the bus, the ever-vital lifeline for communities enabling people to travel to the shops or to medical appointments, to school or college, or to work. The bus can provide journeys that rail cannot, and does so here with a backdrop of castles, lakes, forests, market towns and the stunning coastline. Travelling from east to west, Simon Ackers visits Wrexham, Flintshire, Denbighshire, Conwy and Gwynedd, with scenic sights framing the variety of bus types and operators as they go about their daily work, with each picture providing an insight into the location and the vehicle.

A2704 South Wales: A National Bus Company £15.99



South Wales Transport, as a National Bus Company, served a large and diverse area of South West Wales, from Port Talbot in the east, throughout the industrial Swansea Valley and City, and out across rural West Wales to the remote Pembrokeshire coast. It had grown following National Bus Company's acquisition of BET/THC bus companies in South Wales. With the resulting overlapping areas of services, NBC reorganised its operations and from January 1971 South Wales Transport took control of United Welsh Services, Thomas Brothers (Port Talbot) and Neath & Cardiff Luxury Coaches. In 1972 Western Welsh services from Neath and Haverfordwest were also transferred to South Wales Transport, leaving Western Welsh only operating to the east of South Wales Transport. The outcome of these four acquisitions was a fascinating and diverse fleet, a rich mix of BTC and BET vehicles, an early user of Minibuses, Inter-urban joint coach services and the well-known AEC Regents, including the short version for Gower services.

A2752 Southdown Bristol REs £15.99



Southdown Motor Services were loyal Leyland customers for many years. They took delivery of their first Bristol RE buses in early 1968, further deliveries in 1969 and 1971 and inherited thirteen following the take-over of Brighton Hove and District, bringing the fleet total to eighty-five. The first batch of Bristol REs were forty-five-seaters with Marshall bodywork delivered between April and July in 1968. The second batch, seating forty-nine, also had Marshall bodies and were delivered from April 1969 onward. These buses were fitted with Gardner engines at the rear and Southdown specified manual gear boxes in both batches. Unpopular with some drivers and on some routes, they were nevertheless part of the history of the company. Nine Marshall-bodied examples were added to the fleet in 1971. Simon Stanford details Southdown's Bristol REs with previously unpublished images and detailed captions. Three buses survive, regularly attending shows and rallies in the South East, and are also pictured here.

A3468 St Helens Corporation's RT AEC Regent Mk IIIBDJ 67's Remarkable Career £15.99



Geoff Sandford documents the memorable life of BDJ 67, St Helens Corporation's AEC Regent Mk III (RT type) built to London Transport specification in 1950. New as fleet D67, it worked hard on town and inter-urban routes before sale in 1962 to Hull Corporation as No. 145. The bus completed over 660,000 miles in public service before being preserved. Withdrawn in 1971a small group of North West bus enthusiasts secured it for preservation. This book tells the story of how this was achieved by those directly involved: the bid and collection from Hull; early rally outings; the painstaking return to St Helens condition; and generous help from St Helens transport staff. Along the way, BDJ 67 became far more than a piece of machinery especially notable because St Helens was almost alone, outside London, in buying new RTs. From smoky first miles home to a craftsman repaint and trophy-winning runs, this is the story of one bus that carried a town's memory – and still does.

A2921 Steps To Electric: Oxford Go-Ahead Group £15.99



Gary Seamarks takes a look at the Oxford bus scene with a focus on the Oxford Go-Ahead Group and its steps towards all-electric buses. Oxford Bus, the larger of the two Go-Ahead operators, has strong route branding and a buying policy that has seen a broad variety of new vehicles arrive over the years, coupled with the former X90 service to London and a very successful airport service to both Heathrow and Gatwick. In late 2023 over a hundred electric buses from WrightBus began to appear on city services and the open-top tour. Alongside Oxford Bus, Go-Ahead-owned Thames Travel and Carousel have routes into the city using cascaded vehicles from Oxford and other Go-Ahead fleets, which adds to the appeal of buses in this area. This book looks at all aspects of Go-Ahead buses in Oxford and the move to electric vehicles.

A2734 Trams And Trolleybuses In Preservation £15.99



Over a century ago zero-emissions public transport dominated our towns and cities in the form of electric trams and trolleybuses. However, in the post-war era these fell out of popularity and were replaced by diesel buses. Now trams have made a comeback in some British cities, although trolleybuses no longer operate in this country. However, many examples of trams and trolleybuses have survived into preservation. There are a handful of specialist museum sites where wiring has been installed so that these can once again operate, and they can also be found on static display in other museum collections. This book features a wide range of locations in Great Britain where trams and trolleybuses can be found at work or on display.

RECENTLY PUBLISHED TITLES

A9040 Western National Buses £15.99



Decades after its dissolution, Western National remains one of the most recognisable and beloved bus and coach operators in Britain. Covering a broad area encompassing Cornwall, Devon, Somerset and Gloucestershire, this brand fired the imagination of countless enthusiasts and served its community admirably. The images presented here are from the camera of Jeff Jones, a well-respected and prolific transport photographer with a vast collection of material, and are published here for the first time, in a collection curated over four years by transport author Stephen Heginbotham. These images form a richly rewarding and nostalgic tribute to a famous name in the bus industry.

BEST IMPRESSIONS

BI408 An Independent Partnership: G&B Motor Services £35.00



County Durham had an abundance of small, family-run bus companies. This is the story of two of those companies which came together to run a reliable service for nearly fifty years. Coal mining dominated life in much of the county and this provided an opportunity for entrepreneurs provide cheap and fast travel between the villages and the nearest towns, as well as giving secure employment opportunities well away from the grim alternative underground. It covers the buses and also the people working behind the scenes whose decisions had long-lasting consequences, and the drivers and conductors who were the friendly face of the service. Read about races between stationary buses, making one good bus out of two (or even three), the annual Big Meeting Day, over-lively driving and traffic court battles. This immersive history follows every step from the have-a-go competitive early days of the 1920s, through the more respectable decades, to, finally, the passing away of family members and sale of the companies.

BI409 The Trams, Trolleybuses & Buses of Reading, 1901-2026 £30.00



Take a journey through the changing shapes, sounds and colours of Reading's streets. This comprehensive history charts the complete evolution of Reading Buses over 125 years of local ownership. From the first Reading Corporation trams in 1901 to the battery electric double-deckers of 2026, every type of vehicle is brought back to life. Packed with detailed fleet data, historical photographs and rare archive material, this volume is an essential addition to the shelf of every serious transport enthusiast and resident of Reading. 208 pages A4 softback.

BUS & COACH RESEARCH GROUP

BCR12 Fleet History Of Continental Pioneer School Holidays etc £12.00



In 1964 three young men bought an ex-London Transport RTL and, that July, along with 37 other young people set off in the footsteps of Cliff Richard for their own 'Summer Holiday' – three weeks camping across Europe. The success of the venture resulted in the formation of the Double Decker Club, which organised numerous trips all over Europe and Britain but, more importantly, led to the creation of Continental Pioneer School Holidays Ltd. The company provided inexpensive camping trips for schools and youth groups supplying the vehicle (initially RTLs, ex-BEA and ex-Manchester Airport Coaches) together with a driver/courier and all the camping gear and other equipment. All the group organiser had to do was provide the children, staff and food (although even the food could be provided at extra cost).
From May 1966 Pioneer's base was the old British Rail goods yard at Richmond. From there, as well as operating the camping tours, the company took over operation of the former London Transport bus route 235 up and down Richmond Hill. It also took on private hire and contract work including schools and hospital services. As the business expanded through the 1970s and 1980s, newer and brand-new vehicles were added to the fleet and high-profile work undertaken with American, Australian and Canadian tour operators and providing two coaches for the late Queen's Silver Jubilee walkabouts. At the same time many ex-London Transport vehicles were brought in to operate the contract work. Their vehicles were often seen on National Express routes and rail and Underground replacement services. In May 1985, British Rail reclaimed the yard for housing development, and most of the vehicles, spares and equipment were sold off. Just a handful of vehicles moved to smaller premises before the business finally closed in early 1986.

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BCR11 An Illustrated History of Passenger Bodies Built by Lee Motor Works (Bournemouth) Ltd £10.00



Lee Motors was a Bournemouth-based motor engineering and coach building enterprise. First registered in 1925, it became a diverse operation manufacturing bodies for a wide range of commercial vehicles. This included specialising in passenger coachbuilding, although only a handful of bodies were built pre-war. In the years after WW2 Lee undertook the building of new bodies on new chassis, and also reconditioned a number of older chassis, fitting them with new bodies. Additionally, they also carried out full-scale refurbishment of complete vehicles following the ravages of wartime service. The company was favoured by a number of coach companies, notably Mendip Queen, Skylark Motor Services, Bere Regis & District and the Basil Williams empire of companies. Two 20-seat Bedfords delivered to Dorset CC in 1952 appear to have been the final passenger bodies produced, although the company carried on with the production and repair of commercial vehicle bodywork until finally closing its doors in 1974.

DEREK SIMPSON

DD771 Dundee's Buses - 65 Years of the Double Decker 1931-1996 £25.00



Following the success of its single-decker buses, Dundee took the decision to introduce double-deckers in 1931. During the years that followed, they would come to form the majority of the fleet and play an important role in transforming the city's transport system. The sixty-five years covered by this book were among the most interesting of the twentieth century, encompassing the many changes and challenges faced by the bus industry during this time. Once again, Derek Simpson has selected more than 170 photographs from his collection to illustrate the history of Dundee's double deckers, giving the reader an opportunity to look back at a fascinating era and enjoy a little nostalgia along the way.

HEATHFIELD PUBLISHING

CA501 Served by Brighton's Red Buses £35.00



This companion large format volume to Served by Southdown includes a collection of top quality photos and detailed captions of the buses operated by BH&D and Brighton Corporation between 1950 and 1971. The period covered was shaped by a series of worldwide events, national legislation, local politics and technical evolution that affected how the local buses were operated. Further major changes would also follow thereafter. During the first part of the period under review, until 1961, there was in place an operating agreement made just prior to the Second World War between BH&D and BCT, where the Corporation trams were replaced with trolleybuses and services, running costs and receipts were shared to an agreed percentage. Buses then replaced trolleybuses in two stages, in 1959 and 1961, after which latter date there was a similar tripartite agreement taking in the local Southdown services and expanding the boundaries of the BH&D and BCT operating area. A different world brought back to life in pictures.

CA501 Served By London's Red Buses £30.00

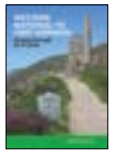


The initial period from 1933 (when this book begins) to the end of 1939 was undoubtedly the heyday of London Transport. Under Lord Ashfield and Frank Pick, extensive fleet renewal took place culminating in the design at Chiswick of the world-famous RT bus. Progress was brought to a halt by the second world war, during which utility buses had to be bought to replace buses destroyed by bombing. RT production resumed in 1947, to be followed by renewal of the central area single deck fleet from 1952 with the use of RF vehicles. Trolleybus introduction came to a halt in 1940 and those tram routes remaining after the end of the war were to be replaced by diesel buses. The completion of RT and RF production should have led to another golden age for LT, but it coincided with a fall in bus use resulting from growing car ownership; a trend greatly accelerated by the 1958 strike of operating staff. This was to lead to a period of staff shortage and further decline culminating in the extension of one-man operation from its use on quieter routes to some of the busiest. London Transport never recovered. This book takes the story to 1968, when the move away from crew-operated vehicles designed for London really began in earnest.

RECENTLY PUBLISHED TITLES

KEITH SHAYSHUTT

KS789 Western National to First Kernow Serving Cornwall for 97 Years £19.50



Saturday 14 February 2026 marked the end of First Kernow's operations in Cornwall, being a direct descendant of Western National. After 97 years serving Cornwall the end had finally arrived. This book charts the ups and downs, of which there were many, of Western National over the years and concentrates on more recent times and especially the last few weeks. The last day did not pass without a whimper reflecting the great respect and admiration for the company. There were special destination blinds, cab door messages, well wishes from neighbouring companies and a historic vehicle cavalcade duplicating many of the last journeys. With Western National itself passing into history so too did the historic turning points at Mousehole Harbour and Fowey Safe Harbour Hotel. It is not the end of bus routes in Cornwall with Go-Ahead owned Plymouth Citybus, trading as Go Cornwall Bus, in the county running the former Western National routes in addition to its own contracted network for Transport for Cornwall.

KEY PUBLISHING

K2320 Buses Year Book 2027 £19.99



This annual favourite returns with another wide-ranging collection of articles celebrating the ever-changing world of buses and coaches, blending authoritative coverage of today's industry with fascinating explorations of its rich heritage. Spanning more than six decades of publishing, the Buses Yearbook 2027 continues its tradition of combining in-depth historical research, first-hand reminiscences and outstanding photography.

K2154 London Bus Routes: One By One 2026 Edition 1 to X140 £24.99



In the space of only four years since the publication of the five-book London Buses One By One series, every one of London's 645 daytime bus routes has seen a change. Whether by the entry into service of new electric vehicles in accordance with Transport for London (TfL) contracts, or by the award of routes to different bus-operating companies, London's bus scene is constantly and rapidly evolving. In this volume for 2026, a description of each route's operator, garage and contract date is given, and there is a potted background to accompany a high-quality colour photograph exemplifying each route's scheduled type. Featured are the 1,000-strong fleet of New Routemasters as well as an increasing number of electric buses manufactured by Wrightbus, Volvo, BYD and ADL, which are gradually supplanting long-established diesel and hybrid vehicles.

KE141 Volvo Buses £25.95



In the 1960s, most UK residents would only know Volvo as a builder of sensible and safe private cars. Some who had ventured beyond these shores might have encountered Swedish-built Volvo trucks and buses, but the UK bus market was proving a more difficult nut to crack. For years, virtually every new bus delivered to a UK operator had been built in the UK; this was the way it had been done since the 1940s, when there were still plenty of suppliers to satisfy requirements. But, as the 1970s began, things were about to change. As Volvo took its first cautious steps into the UK market, even the most ambitious of its managers would never have dreamt that within 20 years it would have garnered enough success to buy the seemingly indominable Leyland. Yet, it did. This is the story of Volvo's increasing presence in the UK bus market. It covers chassis and complete vehicles sold into the UK and Irish markets, concentrating on Volvos that were used on local bus, local coach and express coach services.

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.

OMNIBUS SOCIETY

OS153 Co-Ordination And Joint Operation In Burnley, Colne & Nelson £25.00



This new book from the Provincial Historical Research Group of the Omnibus Society is written by Anthony Drury, who lived in the area covered for many years. He aims to show how co-ordinated and joint local transport services were instituted and operated in Burnley, Colne, Nelson and the adjoining areas. Ribble were much readier to co-operate with municipal undertakings than were most company operators, and the list of their joint services with the Burnley, Colne & Nelson Joint Transport Committee was longer than with that of any other partner. In addition, there was joint operation between the Committee and Keighley-West Yorkshire with services across the Pennines. Detailed accounts are given of the setting up then variation of the various pools, including the very rural routes to the Barley area and those to Barnoldswick and around. The book has many illustrations and maps and looks to be the definitive guide to a complicated but efficient system of operation which has now disappeared.

PEN & SWORD

P0965 London's Smaller Bus Types Since 1986 £18.99



Since the introduction of the B-type with London General in the 1900s, certain types of buses have proved popular with London operators over others. AEC, Leyland and MCW buses proved popular with London Transport, with the Dennis Dart and the Leyland / Volvo Olympian becoming popular with London operators since the 1980s. Dennis' presence continued to dominate the London scene with the Trident, and then later Alexander Dennis with its Enviro range. Volvo also capitalised on the low-floor market with the popular B7TL, B9TL and B5LH models amongst others. Both Volvo and Dennis also made other types which were taken into stock in smaller quantities by London operators. These, alongside other models from Wrightbus, Optare, MCW, Renault, Mercedes-Benz and MAN, also plied for hire on the streets of London. It is these types of buses that were taken into stock by London operators in smaller quantities that is the focus of London's smaller bus types since 1986.

SOUTHDOWN ENTHUSIASTS CLUB

SE106 Portsmouth's Limited Stop Era £5.00



Whether the Byng's application to run peak hour express coaches from the Waterlooville area to Portsmouth in 1970 was a wakeup call for Southdown and City of Portsmouth Passenger Transport Department (CPPTD) we will never know. But in 1974 the 150 operated by CPPTD, during the peak hours on Monday to Friday between Leigh Park and Portsmouth and the daily 740 Southdown service between Wecock Farm and Portsmouth were the start of the era. Less than two years later in 1976 virtually all London Road services were converted to limited stop. The new joint with Hants & Dorset service X71 between Southsea and Southampton also commenced at the same time. With falling passenger numbers and increased costs, limited stop services were watered down in 1981, but sadly ten years later it all came to an end.

SE104 Southdown Enthusiasts Club Fleet List Book 2026 £8.00



The Southdown Enthusiast Club has produced its annual 'Fleet List Book' and this new publication for 2026 contains details of the Stagecoach South and South East Fleets; Brighton & Hove, Metrobus and First Hampshire and Dorset including fleet numbers, liveries, registration numbers, chassis and body numbers, delivery dates and allocations.

SE105 Southdown Fleet History Part 39 1972 Green & Cream Bows Out £7.50



Part 39 of this series contains details about the events of 1972 and the affairs of the company, followed by details of the thirty-one new vehicles added to the Southdown fleet during 1972. The new intake was made up of sixteen Bristol VRTs with ECW standard bodywork, fifteen of which had dual-doorways for use in Brighton, and another fifteen Daimler Fleetlines with highbridge ECW single-doorway bodywork for use in Brighton, Chichester and Worthing. These were the last vehicles delivered to the company in the traditional mid-green/cream livery and were set against the 95 vehicles 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, both by chassis and by bodywork, while a separate table lists the buses and coaches that left the fleet during 1971.

RECENTLY PUBLISHED TITLES

STENLAKE PUBLISHING

ST010 East Yorkshire Motor Services Ltd 1934 to 1973
A Celebration of the Blue & Primrose Years £24.95



The story of this company's development starts in 1926 when British Automobile Traction Company bought two other East Yorkshire bus operations. Over the ensuing years EYMS (itself a subsidiary of a bigger transport conglomerate) built up its services in East Yorkshire. Other firms were acquired then in 1942 EYMS was split in two. And so it went on. The various strands of the complex EYMS corporate history and timeline which ends in 1987 when EYMS returned to private ownership introduce the book. The main bulk of the book deals with the fleet over the years and the different types of buses used, culminating in a three page fleet list covering the years 1934 to 1973.

VERNON MORGAN

VM991 Porthcawl Omnibus Co Ltd, Incorporating their Predecessors, Constituents, and Associates £22.00



Porthcawl Omnibus Company began when dozens of 'owner driver' operators on the streets of Porthcawl, during the early 1900s. After the end of World War 2, the majority of remaining operators formed a consortium to amalgamate their interests, and in 1947, registered the company, Porthcawl Omnibus Company Ltd. However, the company became very run down in the late 1950s, and was absorbed by EP John, of Kenfig Motors. The Porthcawl OC. licences and title were retained, and the business operated in tandem with Kenfig Motors Ltd for 18 years, until his retirement in 1977. EP John then sold the Porthcawl operations to John Williams. He also retained the Porthcawl licences and title, and operated the business in tandem with his company, John Williams Coaches. Williams greatly expanded the Porthcawl OC. operations after deregulation but sold off his local service network to AE & FR Brewer Ltd in 1996 and ceased operating in 2001. Includes all Porthcawl Omnibus Company's 'Predecessors, Constituents and Associates'.

TRAMS & LIGHT RAIL

ADAM GORDON

AG455 Around Aberdeen & Dundee Tramway Systems with Peter Mitchell £29.00



This is the third book in the series "Around the Tramway System with Peter Mitchell" following from the Glasgow and Edinburgh books and it covers both Aberdeen and Dundee. These two systems served the third and fourth largest cities in Scotland respectively but were much smaller. After World War Two, these four cities in Scotland were the only ones still operating tramways. During his visits to Scotland in the 1950s Peter Mitchell visited both of these tramways, Aberdeen three times, Dundee four times and took a number of excellent pictures of each system. While we do not know what type of camera he used, the quality of the pictures is very high and many of the views he took are unusual. They also show both cities in the early 1950s before new developments changed their appearance.

AMBERLEY PUBLISHING

A2748 More Edinburgh Trams £15.99



Edinburgh did not adopt electric traction until it amalgamated with the Burgh of Leith in 1920. Instead, Edinburgh opted for a cable-hauled system similar to that operated in San Francisco. The first cable car appeared in 1888. Leith's electric system began operation in 1905, terminating at Newhaven. In 1909 the line was extended to Granton. At its height Edinburgh had 371 trams. There were proposals after the Second World War to further extend the system and new trams were built as late as 1950. However, in 1952, after running a trial bus service, Edinburgh Corporation announced that the tram system would be abandoned and converted to bus operation. The last tram ran on 16 November 1956. In 2014 trams returned to the streets of Edinburgh and, although very different from the old trams, have proved very popular. With many rare and previously unpublished images, Kenneth G. Williamson looks at the history of the city's tram system.

PEN & SWORD

P4334 The Great Tramways Conspiracy : The Covert Campaign that Killed off the British Tram £29.99



Hundreds of thousands of people lined the streets of London to witness the royal opening of the London County Council's first electric trams in 1903. The people loved their trams. But trams had powerful enemies. In the 1920s the tram-haters became increasingly vociferous. Articles and letters in the press condemned trams as old-fashioned and called for them to be scrapped. The campaign employed a propaganda technique now known as astroturfing, which gives the impression of a grassroots movement while promoting vested interests. Commonly found on social media today, a century ago, hired hacks bombarded the letters columns of newspapers to get the message across. Bankrolling this campaign were the oil companies. In 1931 the Royal Commission on Transport, which was dominated by tram-hating motorists, called for trams to be scrapped. The tram industry was riven by internal dissent, and the motor industry courted the malcontents. In the face of this onslaught the tram industry capitulated and tramways closed.

RAILWAYS

AMBERLEY PUBLISHING

A2449 40 Years of Class 90 Locomotives £15.99



At the end of the 1980s a fleet of fifty Class 90 electric locomotives was to commence service for British Rail. The rail privatisation in the following decade saw the fleet divided between a number of private operators, including Virgin Trains and Rail Express Systems. Their duties extended to both passenger and freight work across most of the country's electrified network. The majority of the fleet is still going strong approaching its fortieth anniversary in traffic. During that time, these locomotives have sported a variety of liveries, reflecting their diverse ownership and usage. Many years were spent at work on passenger duties along the West Coast Main Line as well as Great Eastern services between London and Norwich. They also made appearances on both Anglo-Scottish sleeper services and were frequently hired in to perform East Coast Main Line passenger duties between King's Cross and Yorkshire. Both Freightliner and DB Cargo used them in pairs for their longer-distance container workings.

A2675 British Rail Diesel And Electric Depots £15.99



Many railway enthusiasts have at one time or other visited some of the vast number of diesel and electric depots located around Britain. The British Locomotive Shed Directory once assisted enthusiasts to find the depots, some of which made permits available to individuals and parties for weekend visits. Scottish Region depots were extremely popular as free permits were readily available at one time, enabling enthusiasts to spot the highly sought-after Class 24, Class 26 and Class 27 locomotives, which seldomly worked south of the border. Martin Bray explores many of these diesel and electric depots, bringing back fond memories for those who visited them. Alongside a wealth of previously unpublished images, this book features fascinating facts about the depots, their locomotives, workings and other interesting memorabilia

A3001 Class 47 Locomotives In Scotland £15.99

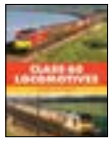


Class 47 locomotives were introduced to British Rail from 1962 onwards and eventually reached over 500. In Scotland, they were allocated to Haymarket depot, Edinburgh, and later to Inverness and Eastfield depot, north of Glasgow. They became known as a jack-of-all-trade-type locomotive and could be seen hauling anything from small freight trains to the more prestigious passenger workings. In later years they also worked between Glasgow Queen Street and Edinburgh. These particular trains were known as the 'Push Pulls' as the Class 47 could be driven from a DBSO coach which saved valuable time at terminal stations. They were also utilised on royal trains and have worked charters to Fort William, Mallaig and Kyle of Lochalsh. Class 47 locomotives received many upgrades over the years including the fitting of ETS (Electric Train Supply) for heating and lighting to work with more advanced coaching stock. Colin documents the Class 47 from the late 1960s into the BR era and through to privatisation and beyond.

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RECENTLY PUBLISHED TITLES

A2645 Class 60 Locomotives £15.99



The Class 60 locomotive was the last class of heavy freight diesel locomotives to be built in the United Kingdom for British Rail and was arguably the most powerful from a standing start. The order for a hundred locomotives was placed with Brush Traction during 1987 and the final one entered service in 1993, following a multitude of teething problems. The class has had a chequered history with many being stored surplus to requirements in 2003. Twenty locomotives were refurbished from 2011 but by early 2024 DB Cargo had withdrawn all their remaining ones in service, leaving fourteen that had previously been sold to DC Rail and GB Railfreight via Colas Rail some years earlier. This book offers a pictorial celebration of each locomotive with an overview of the names carried, liveries, depots allocated and sector workings.

A2669 Goods Wagons In The UK Survivors From The Twentieth Century £15.99



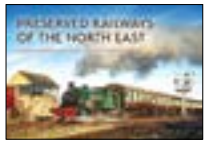
Since the railway's TOPS coding system was introduced in the 1970s, much has changed in the Railfreight sector, notably rail privatisation in the mid-1990s. This book documents the wide variety of wagons built in the twentieth century and around the millennium that remain in use or were so until recently. John Jackson sheds light on the assortment of letters and numbers these wagons carry, the UK wagon numbering systems in place today being complex and sometimes off-putting to the observer. Wagons built since 2008, for example, including some conversions and rebuilds, now conform to the Europe-wide system of wagon numbering (RIV). Earlier private-owner and air-braked wagons, however, do not.

A2679 Locomotive Liveries In The Privatisation Era £15.99



It was not until the privatisation of the UK's railways in the mid-1990s that this colour-scheme stranglehold was to be fully broken. The newly appointed train operators of both passenger and freight traffic saw the opportunity that branding offers to an industry that had been slow to realise that 'shop window' potential. The thirty years since privatisation has, without a doubt, made the rail scene far more attractive to the enthusiasts' eyes. Displaying the corporate liveries of these businesses has become the norm. Locomotive liveries have become far more distinctive and, with many examples, identification with the railways' key customers is being recognised. John Jackson takes a detailed look at the corporate liveries applied by the rail fleet operators in the years following privatisation. From connecting with the events and milestones of the royal family to the country standing alongside Ukraine, this book explores the increasing number of examples seen since rail privatisation in the mid-1990s.

A2961 Preserved Rlys Of The North East: Northumberland & Co Durham £15.99



Today volunteers work on the heritage lines in the region to showcase all aspects of the railways in this rich and varied area. The Aln Valley Railway is working to restore the branch line from the main line at Alnmouth to Alnwick, bringing tourists from the 'Coast to the Castle'. North Tyneside Steam Railway operates on the old test track for the Tyne and Wear Metro system and incorporates the Stephenson Museum, whilst the South Tynedale Railway aims to replace the standard track from Alston to Haltwhistle with a narrow-gauge line running through the glorious North Pennines. The Heatherslaw Light Railway, the result of one man's passion for trains, can also be found in Northumberland. In County Durham the Weardale Railway has restored the track from Bishop Auckland to Stanhope and runs a regular DMU service for locals, which enables access to the National Rail network. All these lines are explored here through stunning photographs that capture a bygone age in a variety of settings.

2671 Railtours Across Britain £15.99



In recent years railtours have become a staple part of railway operations in the UK. With a large assortment of both locomotives and coaching stock that date as far back as the pre-privatisation days of British Railways, there is always something of interest for everyone. Over the years a large variety of destinations on the UK rail network or connections onto preserved railways have allowed travellers to spend the day visiting both new places and old haunts on either loco-hauled trains or units that are not seen in regular use today. Through a vivid selection of previously unpublished images, Adam Head celebrates an extensive and captivating range of railtours as they travel around the rail network as well as the locations that they visit.

A2651 Railway Stations In The West Midlands £15.99



There are 70 railway stations in the West Midlands which cover the full spectrum from busy city-centre centre main line stations to commuter and suburban stations and even rural stops. The metropolitan county includes Birmingham, Coventry, Wolverhampton, Solihull, Walsall and the Black Country and the oldest stations date back to the early years of Victorian railway building, through stations closed and reopened to new stations built in the last decade, but all serve today's railway network. In this book railway photographer Kris Davies explores the history, architecture, layout and present-day operations of all of these stations showing the great variety and interest of the railway scene in the West Midlands. This photographic survey of today's railway stations in the West Midlands will appeal to all those with an interest in the history of the railways in this region as well as the current railway scene.

A2575 Railway Stations in Warwickshire £15.99



There are twenty-four railway stations in Warwickshire and these comprise the full range from busy town-centre main-line stations to quiet rural branch-line halts. The oldest stations date back to the early years of Victorian railway building, through stations closed and reopened to new stations built in the last decade, but all serve railway operations today. In this book railway photographer Kris Davies explores the history, architecture, layout and present-day operations of all these stations, showing the great variety and interest of the railway scene in Warwickshire.

A2499 Scottish Region in the 1970s and 1980s Revisited £15.99



In this volume Andy Gibbs returns to the Highlands, Lowlands and Borders of Scotland with many more images of trains in the region. The journey starts in southern and south-west Scotland, travels through the Central Belt before continuing into the Highlands and finishing at Wick and Thurso. The 1970s and 1980s are periods of British Rail's history that seemed to be in terminal decline with its heavy industry customers also falling by the wayside. Locomotives featured include classes 06, 08, 24, 26, 27, 37, 40, 47 and electric locomotives, as well as multiple units from the branch and commuter lines. Trains are pictured in spectacular scenery, sites of industrial decay and urban cityscapes.

A2861 Steam Across Four Continents £15.99



When mainline steam finished in the UK in 1968 many rail enthusiasts put their cameras away. A few dedicated followers continued to record the industrial scene as many small tank engines of various builds could still be found at work in collieries and the like. There was an alternative. Steam was still active in many countries around the world and could be seen in great numbers in such places as China, India and Pakistan and some of what were then Eastern European countries behind the Iron Curtain. It was not easy to reach these destinations, but there were organisations that specialised in arranging trips to observe and photograph locomotives operating in these countries. Mike Rhodes embarked on a series of these overseas jaunts during the first half of the 1980s, visiting China, East Germany, Pakistan, Poland, Portugal, South Africa, Turkey and California in the United States. He also made trips to some of the Welsh narrow-gauge railways, to capture their rich historical industrial heritage.

A2806 Vectis Electrics - Electric Trains On The Isle Of Wight £15.99



The Isle of Wight has a unique electrified railway running over approximately 8 miles between Ryde Pier Head and the seaside town of Shanklin. Since 1967 this has been the last remnant of what was once an extensive rail network on the island. Over the years the line has been operated by three generations of electric trains, all being refurbished stock that once operated on the London Underground system and maintaining a tradition of using redundant assets from the mainland. Now branded as 'Island Line', the railway provides a useful and strategic transport link between the eastern side of the Isle of Wight and the mainland, as most train services connect with the ferries and hovercraft at Ryde. Martyn Hilbert examines the background and reasons for using ex-London Underground rolling stock and details the route and history of the line. High-quality images, maps and fleet lists accompany informative text to create a fascinating account of this unusual island railway.

RECENTLY PUBLISHED TITLES

CAPITAL TRANSPORT PUBLISHING

CA440 The Story of London's Underground £25.00



Our best-selling detailed history of the London Underground has been updated to bring the story up to 2026. The book covers all the major developments on the London Underground and many of the less significant, but fascinating, aspects of its history. Illustrated throughout in good quality black and white and colour illustrations.

CRECY

CR360 abc Rail Guide 2026 £25.00



abc Rail Guide has established itself as the single most comprehensive, detailed, accurate and reliable guide to the railway networks of the British Isles. The new 2026 edition of this best-selling annual publication has been thoroughly revised. The book provides the full fleet lists of the Train Operating Companies, open access and freight operators as well as a round-up of new trains, charter operators, rolling stock providers, spot hire and maintenance providers. Stock used by Network Rail and the channel tunnel operators is also listed. Main line preservation groups, depots and maintenance works, heritage lines, preserved locos, main line steam, charter promoters and scrapyards are also all included. Portable, up to date, concise, easy to use, with Train Operating Company route maps and a new selection of quality colour photographs throughout, this is the essential guide for all railway enthusiasts seeking to keep up to speed with the rapidly changing railway landscape throughout Britain and Ireland.

CR356 Acquired Wagons of British Railways Vol 8- Steel Carriers, Special Purpose Wagons and Departmental Transfers £25.00



The final volume in the series, written by one of the acknowledged experts on British Railway wagons. This volume in the series examines the various steel wagon designs acquired and, in some cases, perpetuated by BR. Bolster wagons, both four-wheeled and bogie types, are covered together with the four-wheeled plate, pipe and tube wagons. There were many conversions from the latter types and these are fully covered. Trestle plate wagons, both four wheeled and bogie, are examined together with other special types, principally the Weltrol. The volume closes with a look at the use of older acquired types in the post-1968 period, with a brief look at survivors in the 1980s. As with all the other titles in the series, it is illustrated throughout with around 200 black and white photographs. The whole series is essential reading for those interested in this aspect of British Railways history and an invaluable reference source for those engaged in modelling the post 1940s era.

CR354 British Railways Steam Locomotives 1948-68 Volume 2: ex Southern, ex LMS and BR Standard Locomotives £40.00



When it was originally published,. Hugh Longworth's definitive record of every steam locomotive operated by British Railways from nationalisation until the end of steam traction on the network in 1968, was very much welcomed, as it provided, for the first time in one place, a detailed and accurate source of reference on this important subject. This new and revised edition includes enlarged and enhanced locomotive drawings resulted in two volumes of roughly similar size. The first dealt with the Great Western and LNER locomotives which became part of the BR stock in 1948. This second volume covers Southern and LMS locos inherited in 1948 and the Standard classes introduced by BR. The entry for each class provides essential information including the size of the cylinders and driving wheels, boiler pressure, wight, the type of locomotive in a class, its place of construction and the date, withdrawal and scrapping dates are given as the details of any renumbering that may have occurred during the BR era.

CR345 Railways Remembered: BR Traction - Green to Blue 1959-1984 £22.50



This is the first volume in the 'Railways Remembered' series to concentrate on diesel and electric traction The over 200 colour photographs are arranged chronologically and include all types of first generation modern traction: diesel and electric locomotives, DMUs and EMUs. They also record the change in liveries in the period covered by the book from the initial green colour scheme to the eventually all-encompassing BR blue livery, which was first introduced in 1965. All the photographs are accompanied by informative captions based on Derek Cross's extensive notes.

CR365 Railways Remembered: Britain's Railway in Unseen Colour 1956-63 £22.50



This title draws upon the work of the distinguished photographer, Phil Tatt, who, for decades, together with his wife Eileen, travelled widely across the British Isles recording all forms of transport especially railways. He was fascinated by both mainline and branch line steam. He also covered miniature and industrial railways as well as early preservation schemes especially in North Wales, a favourite line being the Welshpool & Llanfair, which he covered in its final days of BR operation and early preservation. Phil resolved to record as much of the passing railway scene as possible. He visited locomotive works, loco sheds, goods sidings and remote stations and made detailed photographic studies of many lines listed for closure, recording both their passenger and goods operations. He also had a keen eye for the unusual and for detail, many of the aspects of the railway scene he recorded will be of interest to today's railway modellers.

CR351 Railways Remembered: Lake District and North Lancashire £22.50



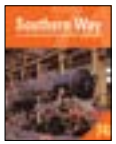
The railways of the Lake District and North Lancashire are characterised by massive contrasts. From north to south, the area is intersected by the West Coast Main Line. Its series of tough grades, including the legendary Shap, presented a challenge for steam locomotives and crews for decades. Along the way, the major centres of Carlisle, Lancaster and Preston were hives of activity, dealing with all manner of traffic from elsewhere in the country. It was also possible to see a rich variety of motive power at stations and loco sheds. The Cumbrian Coast line conveyed trains via remote and dramatic scenery bordering the Irish Sea while linking industrial towns built around coal and steel. Branch lines to places like Silloth, Coniston, Windermere and Lakeside tapped into a growing tourist market until most were usurped by the private car as ownership grew. Stations at Blackpool proved a magnet for holidaymakers and day-trippers whilst Morecambe was served by an intriguing early electric service.

CR364 Southern Way Issue 73 £14.95



Southern Way 73 includes the regular mix of articles covering topics that will be of interest to those fascinated with the history of railways in Southern England from their earliest days to the modern age. For this issue, features include a profile of the Ashford to Hastings line, which celebrates its 175th anniversary this year, the operation of the BR Standard Class 5 4-6-0s on the Southern, a tribute to the long-lived Class 455 EMUs, which have now all been withdrawn, a history of the unusual branch line to Devil's Dyke to the west of Brighton and a survey covering the railway stations of south and east Kent.

CR363 Southern Way Issue 74 £14.95



Among the contents of this issue are; A history of Cannon Street Station; BR Standard Class 4 2-6-0s on the Southern; Class 4COR EMUs; Southern Stations in North Kent.

CR353 Southern Way Special Issue 21 - The Bullied Diesels Nos 10201-10203 £16.95



The Southern Railway is closely associated with its electrification programmes, but in July 1947 the board authorised the construction of three mainline diesel-electric locos. These entered service between 1950 and 1954. Their work on the Southern Region was mostly on the mainlines to Exeter or Bournemouth. Both Nos 10202 and 10203 spent a week working the 'Golden Arrow' and 'Night Ferry' services at different times. In the summer of 1955, all three were transferred to the London Midland Region and remained there until they were withdrawn in December 1962. They worked predominantly on West Coast Main Line on passenger duties that ranged from local services between Euston and Bletchley to the prestigious 'Royal Scot'. This book covers the background story to their authorisation, design and construction and entry into service. It details the whole of their service life firstly on the Southern and then on the London Midland and looks at their utilisation, works visits, annual mileage and fuel consumption.

RECENTLY PUBLISHED TITLES

CUMBRIAN RAILWAYS ASSOCIATION

CRA03 Kingmoor - Carlisle's Locomotive Sheds Vol 1 £12.50



This new book covers the history of the Caledonian Railway's steam sheds in Carlisle including West Walls and Etterby, later renamed Kingmoor. Details are given of the locomotives based and serviced at the sheds and of the primary trains on which they were used. The Caledonian sheds originally provided motive power over the Caledonian's lines north from Carlisle. Grouping saw rationalisation of some smaller sheds in Carlisle and the extension of services using Kingmoor locomotives to cover LMS lines both north and south of the Border City. We see how Kingmoor then handled traffic following nationalisation through to closure at the end of 1967. Special focus is given to the impacts of both first and second world wars on the demands on the railway and its locomotives. The book is richly illustrated with photos primarily from the Author's collection and the CRA photo archive.

CRA02 Of Iron & Steel - A Portrait of Cleator & Workington Junction Rly £25.00



This new book covers the entire history of the CWJR, taking in the inception of the line, its construction over several iterations, followed by its very slow reduction after the end of the Great War. The line lost its passenger service in 1931 but much of the system remained intact until 1963 when the main line lost around a half of its railway. Contraction continued but it was not until June 1992 when the final portion of the line from Siddick Junction and along the Northern Extension to Broughton Moor was finally closed to traffic. The book is richly illustrated with photos primarily from the CRA photo archive with drawings by Philip Grosse based on archive material and maps by Alan Johnstone.

FONTHILL MEDIA

F4732 GWR Stations: Cotswolds and Southwest England £22.00



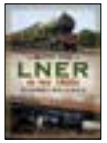
GWR Stations: Cotswolds and Southwest England shows the stations as they were for many years, before recent modernisation, and the survivors that have managed to retain their character, usually by keeping a low profile and quietly carrying on with what they were built for so many years ago. The stations featured are, for the most part, not main line behemoths, but more modest structures found on secondary main lines and branch lines. Many of the old GWR names have been shortened in recent years, but the former names, usually derived from the original Act of Parliament for the line, are used here. It is hoped that these images of lesser historic structures will encourage people to visit the corners of the Cotswolds and Southwest where they are and help inspire railway modellers to make replicas in miniature.

F9370 Preserved Bulleid Pacifics: Heritage and Main Line £25.00



The Bulleid Pacifics of BR's former Southern Region have always generated great interest. Some were in service right up to 1967, when steam operations ended in the south of England, often running in a deplorable state of repair. But with their eventual demise, interest only strengthened. Over thirty of these locomotives still exist in preservation today in one form or another, with some returning to steam on heritage lines, and even to the main line where they have now gained a whole new tribe of enthusiasts. With over 240 previously unpublished colour photographs ranging from the 1990s right up to the mid-2020s, Preserved Bulleid Pacifics: Heritage and Main Line showcases these iconic locomotives in the south of England like never before.

AS067 With the LNER in the 1920s £18.00



This book looks back to the author's four-and-a-half years of training on the London & North Eastern Railway. From childhood, railway employment had been his goal and he achieved it in 1925 when he entered the very effective training scheme. At that time the railway station was a lively part of village life with its regular passengers, long distance travellers, locals off for a day's shopping, day trippers, school children and farmers with their carts and cattle. It was also a microcosm of railway life and, as such, the favourite training ground for new entrants to the service. During their training they were moved around these wayside stations at regular intervals. The author was thus equipped to record the everyday scene on the railways of the north-east in a unique way. From Durham to York, Ripon and Harrogate, from Pocklington to Cambridgeshire by way of Hull Docks and the 1926 General Strike, he captured the locomotives, the coaches, the stations and the rolling-stock during the Golden Age.

GREAT NORTH OF SCOTLAND RAILWAY ASSOCIATION

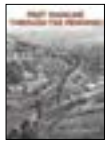
GNS37 Aberdeen's Railways: History & Development £18.00



Despite its prosperity it was quite late in the development of railways before Aberdeen, Scotland's third city, was connected to the railway network. The first line to reach the city was the Aberdeen Railway which arrived at Ferryhill in March 1850. This was joined by the Deeside Railway in September 1853. The line was extended to Guild Street in August 1854. The Great North of Scotland Railway opened from Huntly to Kittybrewster September 1854 extending to Waterloo in April 1856. The two termini were about half a mile apart along the quayside which through passengers had negotiate and late-running trains often led to missed connections. This book comprehensively covers the history and development of the railways serving Aberdeen, its station, train services, motive power, signalling, hotels and administration.

GREAT NORTHERN BOOKS

GN790 First Mainline Through the Pennines £22.50



As a sequel to their best-selling Railways and the Dales followed by Railways and the Lake District, the authors have decided to celebrate four decades of working together in a book that is both informative and richly illustrated. Gavin selected his favourite photographs of the first mainline through the Pennines linking Lancashire with Yorkshire. David then wrote an evocative text emphasising its origins and how it has changed down the years. The result is a nostalgic portrayal of a pioneer railway that pierced the mountain chain by what was initially the world's longest railway tunnel. It shows how it had also to force a passage through steep-sided valleys already choked with mills, chimneys belching smoke and an adjoining canal. Apart from the mainline engineered by George Stephenson, coverage includes its later offshoot to Halifax and Bradford as well as the steeply graded branch from Todmorden over Copy Pit summit to Burnley.

HMRS

HMR45 An Illustrated History of British Railways Covered Hopper Wagons Volume 2. Part 1: Gravity Discharge Hoppers £40.00



This is the first part of Volume 2, looking at the many types of wagon which discharged their loads by gravity. It has considerable detail about the types of traffic for which these wagons were designed and traffic flows where these wagons were used. As with his previous books, the drawings are based on measurements taken of actual wagons when they were in service.

JOHN DAVIES

JD110 A Journey Through South West Wales by Train and Bus from the 1960s to the 2020s £19.95



Self-published by authors John Davies and Stephen Miles, this book contains a fascinating collection of bus and railway photographs from across South West Wales dating from between the 1960s and the 2020s. Each chapter covers a different area of South West Wales, starting with Pembrokeshire and finishing with Swansea and the Gower Peninsula. There is a good representative sample of buses and trains to have operated in the area over the years. As well as the main lines, routes such as the Central Wales Line are also featured along with the Vale of Rheidol Railway, the long-gone Swansea & Mumbles Railway (actually a tramway despite its name) and a number of since closed lines. Chapters on freight traffic and steam and diesel hauled special trains taken since the 1990s are also include. 156 pages, softback with over 300 colour and black & white photographs all accompanied by an informative caption.

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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.

RECENTLY PUBLISHED TITLES

KEY PUBLISHING

KE640 British Rail in the 1980s £30.00



The 1980s was a time of great change and uncertainty on Britain's railways. There was a pivotal and highly controversial move from British Rail's large corporate structure with geographical regions to one organised around 'business sectors'. The new sectors were Intercity, operating principal express services; Network SouthEast, handling commuter services in the London area; and Provincial (later named Regional Railways), responsible for all other passenger services. This led to a veritable explosion of colour schemes on locomotives, stock and even station signage, as each sector created their own identity and the previous blue/grey colour schemes steadily disappeared. But while colour schemes were on the rise, government funding for public subsidies was severely cut, leading to rising ticket prices and a public discontent still present today. This book covers the transition period of liveries, the phasing out and replacement of stock, electrification as well as public reaction to these changes.

KE155 Gradient Railways of England and Wales £29.95



This volume takes a look at rail lines with gradients of 1 in 100 or greater that were a formidable challenge for locomotives to navigate. 'The Long Drag' comprising lengthy 'up' and 'down' sections on the Settle to Carlisle Railway, is perhaps the best known, its nickname acknowledging the sustained severity of the length of the climb and the motive power required. Many of these lines in England and Wales are still in common usage, though their gradients are less troubling to today's engines and passengers will barely recognise the effort. Others have disappeared entirely, their purpose now redundant. Many are in areas of outstanding countryside, their lineside architecture enhancing the natural environment. From the steepness of the Lickey Incline to the charm of the Welshpool and Llanfair Railway this volume reviews a host of different rail lines. It examines their original purpose and tells the story of every build, from commission and contractor, to running each line and the motive power required.

KE218 Modelling British Railways: BR Test Trains £11.99



Modelling British Railways: Test Trains is a 116-page guide for railway modellers fascinated by the specialist stock that existed during the British Rail era. Covering the period from the 1970s to the mid-1990s, it looks at the variety of coaches and multiple units that were used to survey the railway network as well as test new locomotives and rolling stock and carry out experiments with new technologies. It explains the roles of track-recording, ultrasonic and overhead line monitoring along with others and shows how to recreate them in miniature. Packed with reference photography, livery details, modelling tips, and formation information, Test Trains explores how to capture the look and purpose of these unique vehicles across three decades and different scales.

KE261 Modelling British Railways: Network SouthEast £11.99



Modelling Network SouthEast examines the lasting legacy of the popular British Rail sector, the creation of which had a transformative effect on the passenger services radiating out of London. Published to coincide with the 40th anniversary of its launch in June 1986, this 116-page publication shows how to model the locomotives, multiple units and coaching stock employed during NSE's existence with in-depth features and how to guides. The revolution in station design and fittings is not forgotten either with details of how to reproduce all the layout defining features in miniature. Truly the definitive guide to a decade of red, white and blue.

KEY94 Railways Through Settle - Fifty Years of Change £26.99



The Settle to Carlisle Railway runs through the rugged and beautiful northern Pennines. Busy with freight and passenger trains in the 1970s, it survived closure proposals in the 1980s. Today, with its neighbouring railways from Skipton and Settle Junction to Carnforth, and Blackburn to Hellifield, it remains an important part of the rail network. This is the story of these railways and their trains through nearly 50 years of change, from long wagonload freight trains of the 1970s, to diverted express trains of the 1980s, long distance coal trains, and passenger and freight trains of today. It is a stunning photographic journey along the railways between Skipton and Carlisle, with a look at the lines to Blackburn and Carnforth too. Over 200 photographs depict the many changes in trains and motive power that have travelled the line, against the backdrop of the northern fells in all their seasons, as well as impressive Victorian viaducts and stations, and signal boxes and semaphore signalling.

KE259 Rolling Stock Review 2026 £12.99



Rolling Stock Review 2026 remains the essential reference to the UK railway's locomotive, multiple-unit and coaching stock fleet. The pace of change across the network continues to accelerate, with new trains entering service, established fleets extensively rebuilt or redeployed, and significant shifts in operator use and presentation. This edition captures the latest position across the main line, reflecting current allocations, formations and operational status. As with previous volumes, the Review covers all locomotives and trains in frontline use, alongside preserved rolling stock authorised for operation on Network Rail infrastructure, providing an up-to-date, authoritative snapshot of the UK rolling stock scene in 2026.

LIGHTMOOR PRESS

BDL72 No. 26000 Tommy £18.00



Born in 1940 as LNER No. 6701 and then renumbered as No. 6000 in 1946, before becoming BR No. 26000 in 1952 and finally No. E26000, the first locomotive of what would be the 'EM1' Class has long held a special place in the hearts of Woodhead route enthusiasts. This book looks at all aspects of its construction, testing, working trials for several years in the Netherlands and then its years with BR on Britain's first electric main line across the Pennines. No. 26000 was named Tommy in 1952 after returning from its time with Dutch Railways – the name affectionally bestowed on it whilst over there. Using construction pictures, plans and many newly published at work photographs, this book details the history of a locomotive that should have been preserved but which instead was sadly scrapped in 1972.

BDL62 Branch Lines to Leominster and Kington £35.00



Leominster today is a two platform station on a double line of plain track but once it was the junction for branch lines heading east to Bromyard and Worcester, and west to Kington and New Radnor. Before reaching Kington, this latter branch passed through Titley Junction, where further branches from Eardisley, on the Hereford, Hay & Brecon line, and Presteign also came in. All of these branches are now long gone, with some having much longer working lives than others, but all once performed a vital function for the communities they served. Join us here as we travel through some glorious countryside, on ex-GWR diesel railcars and Class '122' units between Worcester and Bromyard, or in the brake van of a short freight hauled by a Class '14XX' 0-4-2 tank on its way to Presteign or passing the delightful Forge Crossing deep in the woods near Kington all in glorious colour!

BDL63 British Railways The First 25 Years Volume 16:Scotland – Ex-Great North of Scotland Railway Lines £30.00



The original Great North of Scotland Railway (GNoSR) scheme was for a main line from Aberdeen to Inverness, via Inverurie, Huntly, Keith, Elgin, Forres, and Nairn with branches to Banff, Portsoy, Garmouth, and Burghead. Construction only from Kittybrewster to Huntly, opening in 1854. When Keith was reached in 1856 the route mileage was around one-third of that authorised in 1846. Over the next decade this figure was almost quadrupled by the opening of several branches and extensions including one from Dyce to Peterhead and Fraserburgh, the Speyside line to Boat of Garten and the Morayshire line from Elgin to Craigellachie. In 1866 the GNoSR leased the Deeside Railway between Aberdeen and Ballater and absorbed it in 1876. The remaining lines were constructed by the company and the most important of these was the Moray Firth Coast line, from Portsoy to Elgin, which was opened between 1884 and 1886. The last addition was the standard-gauge light railway from Fraserburgh to St. Combs, opened in 1903.

BDL70 Engine Driving Lives £45.00



In 416 pages and around 400 illustrations, plus tables and ephemera, this book recounts the history of footplatemen in considerable detail. From William Richards, who drove the first train on the Penydarren Tramroad at 5mph in 1804, through to the men and women who are daily at the controls of trains running from St Pancras to Brussels and Paris at up to 186mph, this is a very thorough account of a profession which has never been explained in full before. This book offers deep insights into the joys and sorrows, the disciplines and dangers, and the complex shift patterns which so impact family lives. The author has researched over 1,400 named individuals and has explored, in seventy human vignettes, something of their achievements, career moves and glimpses of their lives away from the railway. This work not only fills a huge gap in our railway history but reveals fresh insights into the daily challenges of driving locomotives and running trains over the past 200 years.

RECENTLY PUBLISHED TITLES

BDL74 City of Truro - Life – Legend – Legacy £24.00



During the GWR's turn of the century locomotive development programme, the 'City' Class emerged in 1902. Their evolution is outlined in the text, a design which became one of the final steps for the lineage of outside double-framed 4-4-0s. Early successes by No. 3433 City of Bath and No. 3440 City of Truro are discussed. The latter made a 'record' run, purportedly touching 100mph, the first such documented high speed on a railway, achieving a very fast journey time between Plymouth (Millbay) and Bristol hauling an 'Ocean Mails' special' on 9th May 1904. This 'record' has been subject to questioning and as described remains controversial. Ocean liner traffic to and from Plymouth was deemed extremely important by the GWR and the L&SWR, albeit both companies also sought traffic from other ports such as Fishguard and Southampton. Pursuing the Plymouth business for both passenger and mail traffic generated a period of intense rivalry between the GWR and LSWR in spring 1904, which captivated the public but ultimately ended in tragedy, with the Salisbury accident of 1906. As also discussed, that event too remains controversial as the reason for its excess speed is still in question. 'City' Class engines hauling premiére services were short-lived, as they were soon superseded by later designs of 4-4-0s and 4-6-0s. The class had all been withdrawn by 1931 but City of Truro's 'record' performance was a principal factor in its long term preservation, during which periods of active main line and heritage railway service have taken place, which are also considered in these pages. The final chapter describes the celebrations of City of Truro's run of 1904, in the form of railtours and special runs, including the 'Ocean Mail 100' of 2004, commemorating the centenary of that event almost to the day. Similar tours employed 'Castle' Class locomotives, for example 1Z48 of 9th May 1964, which also bid a farewell to high speed steam-hauled services on British Railways Western Region as diesel traction was introduced. That 1964 tour was itself celebrated fifty years later, by 'Castle' Class engines in preservation, with 'record' performances continuing to be returned. Detailed speed comparison tables with City of Truro's 1904 performance of all these tours, along with tables covering numerous earlier runs by 'City's and other contemporary classes, are also presented. Irrespective of what might have been achieved on that day in 1904, along with Duke of Connaught, which took the train on from Temple Meads, City of Truro's endeavours remain as a leading highlight of journeys between Plymouth, Bristol and London.

BDL66 Great Northern Branch Lines : Hatfield to St. Albans £35.00



The Hatfield & St. Albans Railway opened for traffic in October 1865. Reliant on GNR backing and operation, its short-lived importance was further nullified when the Midland Railway opened the southward extension from Bedford via St. Albans to London in 1868. The decades before WW I found branch trains conveying commodities as varied as orchids, bricks, building materials, potatoes and manure. After hostilities, competitive bus services increased on the busy main road between Hatfield and St. Albans, requiring economies in passenger train working and the withdrawal of Sunday services. Nationalisation from 1948 saw the branch divided between BR Eastern and London Midland regions; passenger service was withdrawn in 1951. Freight services continued until contracts expired and the branch closed in 1968. With local enthusiasm for the line a group formed the Smallford Station & Alban Way Heritage Trust; as a result, much of the trackbed is available for walkers and cyclists to enjoy where once locomotives ran.

BDL71 Porsche Benzine-Electric Locos & the Defence Train in World War I £30.00



In the first decade of the 20th Century, Ferdinand Porsche designed a hybrid benzine (petrol)-electric drive for motor cars. In conjunction with an officer in the Austria-Hungary army, the concept was developed to produce a system in which a benzine-electric tractor hauled a 'road train' of carts which were also powered by electric motors. The Austria-Hungary army adopted the design to create a railway locomotive, with associated motorised wagons, which could operate on lightly laid track, tight radius curves and gradients as steep as 1 in 12 – the Landwehr Zug (Defence Train). This equipment was used in very challenging environments during the 1914-1918 war on two military railways in Eastern Europe – No. 1 from Dorny Völga to Borgó Tiha and No. 2 from Dutovlje-Skopo to Kostanjevica and Lipa. This book tells the story of the development of the benzine-electric system, the Landwehr Zug and the operation of those two military railways. It uses many photographs taken by the Army's official photographer, including some from the archives of Porsche AG. It also looks at the battles involving the armies of Austria-Hungary, Russia, Germany and Italy that required strategic and tactical military railways of a rare kind.

BDL61 Scottish Traders' Wagons Volume Two Traders E to M £35.00



This volume covers Scottish traders whose business names began with the letters E to M. It describes and illustrates the wagons owned or hired by more than six-hundred businesses at over one-hundred locations from Inverness to Dumfries and Berwick upon Tweed. As well as more than one-hundred coal and ironmasters, there are entries for very nearly 400 individual coal and lime merchants. In addition to these traders, wagons on the traffic of brewers and distillers, brick and earthenware goods manufacturers, quarry owners, iron founders, flour millers and grain storage, oil and chemical manufacturers, paper makers, public works contractors, textile and jute manufacturers and municipal utilities all appear. Some businesses were large – the Fife Coal Company grew by takeover to have a fleet of over 7,000 wagons. Wagon hire was a significant feature. Many of the photographs depict wagons in liveries that only lasted a few years until they were repainted and re-lettered before going on hire to other businesses.

BDL67 Scottish Traders' Wagons Volume Three Traders N to Z £35.00



This completes the three-volume survey of private traders' wagons in Scotland. A further 409 traders, the majority either coalmasters or coal merchants, are discussed, giving information about well over 1,250 businesses across the three volumes and providing details of about 50,000 wagons.

BDL59 The Great Western Railway in the Stroud Valley Volume 3 £45.00



Following on from Volume Two, this final part of the GWR in the Stroud Valley trilogy covers the years 1914-47, encompassing two world wars, with the loss of Chalford railmotor shed, the development of auto-working, a detailed look at the railmotor halts, the success of the legendary 'Cheltenham Flyer', memories of station staff, banking with the '3150' Class 2-6-2Ts at Brimscombe and first-hand accounts from Second World War working. The volume concludes with a unique look at the period leading up to nationalisation through the eyes of one of the valley's stalwart enginemen.

BDL69 Keighley & Worth Valley Railway: The First 100 Years: V 1 The History of the Railway to 1967 £45.00



This is the first of David Pearson's two-volume history of the first hundred years of the Keighley & Worth Valley Railway. The author is deeply involved with the KWVR and has spent a lifetime researching the railway using primary sources including the K&WVR's archives. Volume 1 covers the history of the railway and its setting from earliest times, through its conception, financing and promotion, to building and development, concluding with its closure in 1962. Originally built as a private enterprise the five mile long railway was designed to link the mill villages along the Worth Valley with Keighley, eventually being operated by the Midland Railway. Coverage is also given to the Great Northern Railway's Keighley branch, which had a fundamental impact on the history of the K&WVR. It is hoped that these two volumes, whilst not answering all the questions that the line's complex history poses, must be as near a definitive version as is likely to be ever produced.

BDL60 Rolling Stock of the Midland & Great Northern Joint Railway £40.00



Many thousands of words have been written about the locomotives of the M&GN but until now the equally important and even more fascinating story of the railway's rolling stock has been virtually ignored. The authors found this an intolerable situation and have undertaken this exhaustive research into the origins, development and ultimate fate of the passenger and goods stock of the line – from official documents, Diagram Books, first-hand accounts from the railwaymen involved and personal fieldwork on the surviving vehicles themselves – to tell this complicated story in as simple, logical and accessible a way as possible. It is illustrated with over 300 photographs and drawings of everything the interested enthusiast or dedicated modeller would want to know.

RECENTLY PUBLISHED TITLES

NORTH EASTERN RAILWAY ASSOCIATION

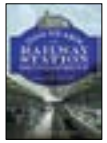
NER46 North Eastern Railway Branch Lines: The Railways of Holderness. Hull to Withernsea And Hull to Hornsea £16.00



This book describes the origin and promotion of the separate railways constructed to Withernsea and Hornsea in the East Riding of Yorkshire. There was both opposition and support for the railways when they were initially promoted, and the book describes the struggles during their early independent days. Both railways were subsequently absorbed into the North Eastern Railway, and in due course formed part of the London & North Eastern Railway and British Railways. The layout and history of each of the stations on the railways is described and illustrated, along with staffing, signalling and the operation of passenger and freight trains from their opening through to their closure. The Victoria Dock Branch in Hull is covered, and the book details how the railways to Withernsea and Hornsea operated in conjunction with that branch.

PEN & SWORD

P3665 200 Years of Railway Station Development - Illustrated History £16.99



The railway station first appeared in Britain when the new railway companies began to carry passengers as well as the freight for which they had originally been built. From humble beginnings behind the bar in the local pub, to state of the art travel hubs, Britain's railway stations have become a key part of society, even impacting how time is measured. As Britain's railway network grew, so did it's stations. Competing companies arrived in the same town and built magnificent structures to attract passengers to their lines over those of their competitors. Architectural styles were as varied as the companies who commissioned them, although all were built to provide a feeling of permanence and dynamism to the local communities they served. In this new introduction to the history of Britain's railway stations, industrial and railway historian Dr Richard Marks examines why railway stations were built where and how they were.

P1302 British Mixed Traffic Locomotives of the 20th Century: Great Western & LMS Railway Designs £35.00



In the early days 0-6-0s of both tender and tank design were 'general utility' engines performing all duties except express passenger services. By the end of the nineteenth century most railways were designing locos for more specific work and at the beginning of the twentieth century the need for faster freight overnight services led to the design of engines with larger wheel diameter that were not only fit for these services but for slower passenger services. The need for smaller wheeled engines for mineral and other heavy freight services created the need for more specialist locos for that activity. Most railways moved from the 4-4-0 design for general utility work to the 2-6-0 or 4-6-0 wheel arrangement and the introduction of Churchward's 43XX mogul in 1911 was recognised as a truly mixed traffic loco. This book covers the basic design, history, operation and performance of all the mixed traffic classes of the former Great Western and London Midland and Scottish Railways and their predecessors.

P3952 Large Tank Locomotive Classes of the Southern Railway £29.99



The three main constituent companies of the Southern Railway had different policies for tank engine design. The London & South Western built tank engines for suburban, branch and heavy goods work, the London, Brighton and South Coast had many designs for express passenger, mixed traffic and goods work as their main routes were short enough to be resourced by tank engines with limited water capacity and the South Eastern and Chatham ventured into a similar policy in its last days with the 'River' class only for the Southern Railway to be dissuaded from further development following the disastrous Sevenoaks accident in 1927. This book describes the design, construction, operation and performance of all these pre- and post-Grouping classes and the final adoption of the LMS and BR Standard 2-6-4 and 2-6-2 tank engines to fill the void in the Southern Region's locomotive fleet.

P2980 London Underground Gallery (1954-2000) £25.00



This is a gallery of some 230 colour photographs featuring various types of London Transport Underground stock in use between 1954 and 2000. The emphasis is pictorial rather than factual and the material consists of pictures mainly in the care of the Online Transport Archive (OTA), plus some provided by OTA supporters and the author who is a trustee of OTA. Wherever possible, the pictures depict working trains, often in settings with recognisable infrastructure, ideally with people (staff or passengers) present. It has also been possible to include some unusual shots of London Underground activity. Whereas the majority of stock depicted is of course electric, there is also steam coverage, such motive power being in use on passenger trains until 1961 and in departmental (non-passenger) use until 1971. There are also a few images of railtours, some taking place on the Underground network and others on National Rail, the latter system also including Isle of Wight services following electrification there.

P0247 PEP Prototype Trains, Classes 313, 314, 315, 507, 508 £29.99



At the tail end of the 1960s British Railways was in a state of decay, steam had only just been eliminated and the effects of the Beeching cuts had trimmed the network of 1000s of miles of track and 100s of stations. The industry was starved of investment and there were even those who questioned if the railways were even relevant anymore? From this the fightback began with a new corporate image and the decision to modernise with new trains needed that were state of the art and could handle the one traffic flow the railway still had a monopoly on, the urban commuter. An extensive design and test programme was initiated by British Rail's engineering and technical arms and this lead to the creation of five near identical classes of. These units ferried millions of passengers into and out of major cities in England and Scotland, lasting well beyond the end of the expected design. This book tells the story of these trains from concept to delivery and all the way to the end of their operating lives.

P3425 British Rail High Speed Train: Evolution of the Inter City 125 £35.00



After fifty years of service the lives of the HST 125s are now drawing to a close. Some remain to remind us of the extraordinary impact these trains had on British Rail's operations over so many decades, but their number is dwindling fast and now would seem to be the time to consider the achievement of the design engineers who created them and the service they rendered across Britain's rail network, aided by so many others. It is a story that might never have been told if BR's plans for its Advanced Passenger Train had reached fruition more quickly. But delay upon delay meant that there was pressing need for a fast modern passenger less technically advanced substitute to fill the gap. The 125s were the result and very quickly they showed what they could do, and would continue to do wherever BR, or the privatised companies that followed in the 1990s, operated them. This book pays homage to these exceptional trains and all those who were involved in their design, construction and day to day operation.

P3330 English Electric Class 55: Deltic Diesel Electric Locomotives, Flagship of the East Coast Main Line £35.00



As steam traction came to an end the search was on for a worthy replacement. Locomotives which could haul heavy passenger trains at even faster speeds along a track designed for record breakers. The age of the diesel-electric locomotive was upon us. Many were tried and tested before one would come to the fore. The engine design of 'the chosen one' was revolutionary in itself. The long-established London engineering company of D. Napier and Son had built a reputation for power and precision, from motor cars to engines for the armed services and as time passed their designs evolved into high-speed compression-ignition forms generating exceptionally high power and thermal efficiency with very low fuel consumption. The Deltic engine was born and to house it the locomotive which would carry its name. A class of locomotive which would go on to set new standards when they emerged from English Electric's Vulcan Foundry to grace the East Coast Main Line.

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

P0472 The Southern Railway 1923 - 1935: The Formative Years £25.00



This volume covers the years 1923 from the Company's formation to 1935 and the completion of the first stage of the main line electrifications. As well the electrification of the Southern's entire suburban system and the beginning of the main line electrifications the years saw a number of other major works including the re-signalling of Waterloo Station and the rebuilding of stations in Hastings, Dover and Southampton along with improvements to Southampton Docks. The Railway had to fight growing competition from bus and coach operators for domestic services and airlines for international services. The Company invested in both bus companies and in Imperial Airways and later participated in Railway Air Services. Its motive power was varied with at the formation of the company some locomotives dating back to mid-1860s and some only recently built. To these were added a variety of classes including the less than successful Lord Nelson Class and the very successful Schools Class.

P2717 Stroudley Brighton Terriers: A Tale of Locomotive Artistry & Success £29.99



The Stroudley Brighton Terriers were one of the most successful designs of tank locomotive to run on the railways of Britain. They were introduced in 1872 and operated in main line service until November 1963, when ten members of the class were preserved both officially and by heritage railways. This volume tells the fascinating story of their service and operational life, both on the main line and later when many of them had a further existence on light railways and in industry. John Scott-Morgan and Peter Steer have spent many hours researching the interesting history of these Victorian survivors that operated long after their original lifespan on many railways across Britain.

PLATFORM 5 PUBLISHING

PF455 1960s Steam: Recollections from the End of an Era £22.95



The number of steam locomotives operated by British Railways had been declining throughout the second half of the 1950s and by 1960 the replacement of steam locomotives by diesel and electric locomotives and units was gathering pace. From over 12,000 steam locomotives in service in 1960, the number dropped to only 3000 by 1965. This book captures the final years of main line steam through the lens of the respected railway photographer Trevor Ermel. Beginning in 1963, it charts his journey which began with locomotive spotting in the North East, through to taking photography much more seriously, driven by an urgent need to preserve a vanishing world. This collection of evocative pictures and the stories behind them were gathered from across the UK. They form a poignant and lasting tribute to the power and beauty of steam during its twilight in the 1960s. A4 size. 96 pages.

PF456 British Railways Locomotives & Coaching Stock 2026 £32.95



British Railways Locomotives & Coaching Stock 2027 is the definitive guide to all locomotives, coaching stock and multiple units that run on Britain's main line railways. It contains complete fleet lists of every item of rolling stock with owner, operator, livery and depot allocation information for every vehicle in service. This essential reference book is fully updated to early 2027 and includes details of all new rolling stock on order for delivery in 2027. This book also contains a comprehensive overview of Britain's railway network today including details of all passenger train operators and major freight operators, plus a wealth of useful technical data for every class of vehicle.

PF457 Diesel Multiple Unit Register 1st Edition £26.95



Diesel Multiple Unit Register is a complete list of every diesel and diesel-electric multiple unit vehicle that has run on Britain's main line rail network, as operated by British Rail, its predecessors and the modern operators that have succeeded it. The listings give the current status of all the vehicles, showing the current operator, which vehicles are preserved and which have been scrapped. Historic information is also included, with entry to service and withdrawal dates, scrapping locations and dates, details of every number carried, the set formations for second generation units and a number of useful reference tables. This book is a handy reference guide for all of Britain's diesel multiple units, summarising the status of more than 7,500 individual vehicles. A5 size. 240 pages. Illustrated with over 70 colour photographs.

PF459 Narrow Gauge Internal Combustion Loco of GB & Ireland 1st Ed £20.95



The first edition of our complete guide to all narrow gauge diesel, petrol and other internal combustion locomotives known to exist in Great Britain and Ireland of track gauges 1ft 6in to 4ft 6in, compiled by Josh Brinsford. Details are provided for every locomotive, including builder's number, year of construction, type of locomotive, gauge, location and running number/name. Footnotes provide further information about many locomotives as appropriate. The book has been divided into seven main sections to reflect the category of builder and type of vehicle, with monorails, velocipedes, trams and funiculars also included. Within each section, locomotives are listed in alphabetical order of builder, then in numerical order so that it can be easily seen how many of each type or builder exist in Great Britain and Ireland today. 112 pages.

PF465 Preserved Locomotives of British Railways 22nd Ed £23.95



A revised and updated edition of the complete guide to all former main line steam, diesel and electric locomotives and multiple units that are still in existence. Preserved Locomotives of British Railways contains a complete list of all such locomotives formerly owned by British Railways, its constituent companies and its successors. It Includes numbers, names, home location and builder details for every locomotive and multiple unit plus technical data for every class. Includes the following: All steam locomotives of British Railways, the "Big Four" and their predecessors that are still in existence Former war department steam locomotives Replica and new build steam locomotives All diesel and electric locomotives, multiple units and railcars of BR and pre-nationalisation companies. Current number, former numbers, names, build dates, builder and home locations for every locomotive and multiple unit. A comprehensive list of preservation sites and operating railways with OS grid references.

PF445 Railways of the North East 1975-1995 Volume 3: Teesside £22.95



In this third volume of a three-part series, Michael Rhodes is our guide to the railways of Teesside, including the Durham Coast route south of Hartlepool, Tees Yard, the lines from Middlesbrough to Darlington and Saltburn and from Eaglescliffe to Northallerton and Redmire, and the Boulby and Eastgate branches. Tees Yard and many other railway and rail-connected industrial locations around Teesside are covered, many of which no longer exist today. The railways of the North East changed beyond all recognition in the two decades between 1975 and 1995. More than twenty rail-served collieries closed, as well as numerous quarries and two integrated steel works. In this series, Michael Rhodes records the rich patchwork of railway lines in the region, many of which have now disappeared.

PF469 Railways of the South East During the 80s & 90s £22.95



Through a series of high-quality images accompanied by detailed and interesting captions, the photographic lid is lifted on the fascinating variety of motive power and complex operations found in the area at the time. The reader will travel from London's gritty metropolis, through the green Surrey Hills to the Sussex Coast and the South Downs National Park. The pictorial journey extends into the "National Landscape" of the High Weald and the "Garden of England" as Kent is known, with its estuary marshes, rolling countryside and iconic white cliffs. Covering the latter years of nationalisation, through to the early years of privatisation, the book explores the region's railways during the last two decades of the 20th Century.

PF466 Railways of Yorkshire & Humberside 1975-1995 V1 - North & West Yorkshire and North Humberside £22.95



The period between 1975 and 1995 saw significant changes to the railways of Yorkshire and Humberside, with the closure of many lines serving collieries, quarries and other industrial sites such as the Rowntree's chocolate factory in York. The author visited the region on several occasions in the 1970s, 1980s and 1990s, during which time he took the opportunity to capture many soon to be unrepeatable images from the area's once extensive network of freight lines, as well as the railways in and around Leeds, Bradford, Wakefield, Hull, York and Scarborough. In the first of two books, Michael Rhodes provides an illustrated guide to the railways of North and West Yorkshire and North Humberside.

RECENTLY PUBLISHED TITLES

PF454 Scottish Freight Branch Lines and Byways 1975-1995 £22.95



The period between 1975 and 1995 saw significant changes to the railways of Scotland, with the closure of many freight lines and branches that served various collieries, power stations and whisky distilleries. While many of these lines have been consigned to history, a few have been reopened as passenger lines in the 21st century. The author visited Scotland on several occasions between the 1970s and the 1990s, during which time he took the opportunity to capture many soon to be unrepeatable images of now closed lines and withdrawn locomotive classes. This book is divided into chapters covering each area of Scotland, starting with Aberdeen, Inverness and the north and finishing with Edinburgh and Millerhill, a major hump yard located in the South East Edinburgh suburbs whose site now houses an EMU depot. Also covered within this book are areas around Stirling, Perth, Dundee, Fife, the Central Belt, Ayrshire and South West Scotland.

PF467 Beaten Track Volume 6- The Traction and Extremities of Britain's Rail Network 1970-1985 £37.95



The Beaten Track Volume 6 – a sixth 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.

PF458 Manchester South District Rly: Memories of a much-loved line £29.95



In its heyday, the Manchester South District Railway was an important route into Manchester from the south. Built by the Midland Railway, it carried express trains between Manchester Central and London St. Pancras, as well as local services to Chorlton-cum-Hardy, Withington, Didsbury, Heaton Mersey and Stockport Tiviot Dale. Following the closure of Manchester Central station, the line suffered decline and eventual closure, but the 21st century brought a reversal in fortunes, with a section of the line now reopened as part of the Metrolink network. Local author and renowned railway historian, E.M. Johnson, is our guide to the South District Railway. Drawing on extensive research and his own personal insight, he documents this important route and recalls the key role it played in the development of Manchester and its railways.

RCTS

RC831 A History Of The Berks & Hants Line V2 -- Westbury To Taunton £30.00



The author's second volume covering this line following his initial volume produced in 2014 covers the Reading to Westbury section. The detailed information presented in this book follows the progress of the line from an overview of before the railways came, what ideas were floated, some discarded and others progressed to fruition. The story commences from the 1830s up to and including 1993 all presented in nine Chapters. Maps of each defined area is included plus information on all relevant Acts of Parliament that pertains to each section of railway opened or closed. All the known facts regarding GWR and LSWR involvement have been carefully woven into the story as the years went by and works progressed, some in competition, some in agreement. But it is all very interesting and supported by a myriad collection of historical material, be they posters, notices, local announcements and public concerns or expectations.

RC832 Railway Journey Around SW England In Late 1950s & 1960s. £25.00



A Railway Journey Around South-West England in the late 1950s & 1960s has been created from photographs taken by the author, his father, plus friends Alan Maund, John Dagley-Morris, and Ellis James-Robertson. Also, through contacts made via B & R Video Productions the author has been able to use images taken by Barry Eagles and Jim Oatway (the latter via his son, Nigel Oatway OBE). Virtually all of the photographs, a mixture of colour and black & white, have never previously been published. Steam is the predominant motive power but modern traction does appear including: gas turbine 18000 in colour, a 'Hymek' in 'just delivered' condition, 'Warships' and a 'Western'.

RC837 DMUs In Colour - V 2 An Illustrated History Of Second Generation Diesel Multiple Units £25.00



From the same author as Volume 1 we now look at 2nd generation DMUs in the same detailed manner. Chapters explain the 'Development of the Alternative Technology Project' and how this affected the DMUs intended to replace mainly the first-generation units. Covering classes 140 to 166, the book looks at the way in which each class was developed and covers the developments for each class. Ownership of the vehicles is explained together with the variety of liveries used on these units during their lifetimes. The images are accompanied by detailed captions and follow the development and progress of the units throughout their life. There is a section on accidents and the whys and wherefores of the incidents are examined. The book also includes a final chapter on the 'Pseudo Sprinter' also known as the Northern Ireland Class 450.

RC834 Michael Mensing Railway Photographer V3 - W Midlands 1960-2 £25.00



Continuing the publisher's work with the Mensing collection, this Volume contains only colour images presented as full size at one image per page. The captions are extensive, detailing not only the image but the area or place image taken. Covers the West Midlands area during the period of 1960-62, Mensing's home for many years.

RC838 Modern Traction Loco Data : Review of Names Carried £15.00



This book presents the 3,000+ names carried by diesel, electric and gas turbine locomotives on Britain's railways since 1910. In alphabetical order, the list includes the dates that names were placed and removed as well as the different locomotives that the names were carried upon. The work is enhanced with high quality colour images.

RC836 Observing the Railway in 2025 £20.00



This title is the fourth in the RCTS series of books which present images taken by RCTS members during a calendar year, in this case the year is 2027. The theme of the title depicts developments and events on Britain's network. Presented as one image per page in landscape format. Extended captions accompany each full-page colour photograph. The coverage extends the length and breadth of the country, showing the work of passenger and freights services in many liveries, covers old, the new and even some rail tours featuring steam locomotives. The quality of the images is impressive and benefits from the full width presentation. A joy to view.

STENLAKE PUBLISHING

ST006 Classic Diesel Years Midland Main Line Leicester to Sheffield £12.95



Complementary to Paul's book about the southern half of the Midland Main Line from London St Pancras to Leicester, this is the northern section. North of Leicester, the line is a single route as far as Trent Junction, then splits three ways before converging again further north and continuing to Chesterfield and Sheffield. The route was built in various stages from 1839. In 1844, the Midland Railway took over, and it constructed the later sections. By the 1970s, many smaller stations on the line had closed, but the main routes remained intact. Freight traction was highly varied in this period and in the 1980s, with Class 20s, Classes 31, 44, 45, 47, 56, 58 and more. Locations featured include Leicester, Sileby, Loughborough, Spondon, Beeston and more.

The office will close for Christmas on Wednesday 23rd December 2026 and will reopen Tuesday 5th January 2027.

RECENTLY PUBLISHED TITLES

ST009 The Malton to Driffield Railway £11.95



Prompted by plans by George Hudson to between Malton and Thirsk, Some businessmen in the Yorkshire Wolds proposed a line from Malton to Driffield, which would then give access to Hull. After the usual sorts of problems at the outset the lines were opened in June 1853. However, the dream of creating a through route was never quite realised as each line operated as a separate branch. This compact little book has a good summary introduction and then there is one page or there are more pages for each location along the line, always combining photos with some background information. The locations featured are Malton, Scarborough Road Junction, Settrington, North Grimston, Wharram, Wharram Quarry, Burdale Tunnel, Burdale Quarry, Burdale, Sledmere and Fimber, Fimber Halt and the Yorkshire Wolds Railway (the heritage railway founded in 2008), Green Lane Crossing, Wetwang, Garton Field Crossing, Garton Slack, Garton, Driffield West Junction and Driffield.

TRACKMAPS

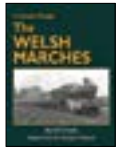
QM719 Railway Track Diagrams 1 Scotland & The Isle of Man 8th Ed £16.95



First published in 1987 this eighth edition is correct to December 2017. It covers the lines forming the Scottish routes of Network Rail, together with a small part of the former LNWR route and a number of private railways and industrial layouts. In addition, the track diagrams for the Isle of Man Steam Railway and the Manx Electric Tramway are included. Twenty-six pages are devoted to colour track diagrams, plus a location index and general map.

TRANSPORT TREASURY PUBLISHING

TT617 A Journey Through the Welsh Marches £14.95



From the bustling platforms of Shrewsbury and Newport to the quirky Glyn Valley and Bishop's Castle Railways, this collection of carefully curated images from the Transport Treasury collection takes a journey though the Welsh Marches. The region has a rich railway history, seeing large amounts of freight serving the mines and industries in Wales as well as major express routes such as the 'Cambrian Coast Express'. This book uncovers the stories behind each railway and the major pieces of infrastructure connecting the lines around the region.

TT622 BR Times Issue 3: July 2026 £13.50



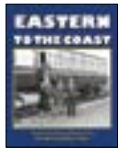
Introduction; A Blithe Look Back: Blyth Cambois Diesel Depot by Alex Fisher; Coming Home from Cathays: Working in Cardiff Carriage and Wagon Works by Howard Giblett; Auld Reekie to Dear Green Place: Scotland's Edinburgh to Glasgow Route, Part 3 – the Class 47/7s by Alex Fisher; Gronks Galore: The Withdrawals of the Class 08 – Part 1 by Alex Fisher; The Weaver and the Knitting: The Electrification of the Northern Half of the West Coast Main Line – Part 2 by David Hunter; A Tribute to John Doggett: A Man Who Loved All Things Railways; Powering a Nation: BR's Merry-Go-Round Operations – Part 3 by Alex Fisher; The Three Beasties Logo by Tom Connell; A Tribute to Andy Hoare: A Man Who'd Seen Them All; Passenger Services Over the West of England Route: Waterloo to Exeter – Part 1, the First Diesels by Alex Fisher; Behind the Lens: Freight to the Fore by Steven Knight; Horsham, A True Rail Centre in the 1980s! by Adrian Paul; Spotlight on Network SouthEast; Your Comments; Tail Lamp

TT126 Bristol Bath Road - Recollections from a Depot's Lifeblood £30.00



Bristol Bath Road started life as a works from the Bristol & Exeter Railway later becoming a major steam shed for the GWR. In turn that changed to the base for locomotive hauled services in the diesel era. In addition, it serviced DMUs and the Blue Pullman sets on the WR. Over the years it gave employment to hundreds perhaps thousands of men and women and in a huge variety of roles from foreman to fitters, footplate staff, cleaners and office staff. Latterly train crews including guards and conductors were also based here. Lynne Davies and Roy Kethro have gathered together over 100 stories from those staff associated with the depot and in a variety of grades in both the steam and diesel eras. These stories relate both the operational life of the railway and also the human aspect.

TT643 Eastern to the Coast £14.95



The four counties of Essex, Suffolk, Norfolk and Lincolnshire contain a number of coastal resorts ranging from the large "tripper" destinations of Southend, Great Yarmouth and Skegness to the smaller more refined locations such as Aldeburgh, Dovercourt Bay and Sutton-on-sea. Many of these were served by trains provided by the Eastern region of British Railways. There were a number of named expresses that brought holidaymakers to the East Coast and images of these are included here. Some 30 resorts are covered in this volume, the fifth in a series covering coastal resorts served by the various regions of BR.

TT113 Ken Wightman's Southern Region Steam £24.95



The late Ken Wightman was a photographer whose work has perhaps not received the exposure it deserves. Predominantly, but certainly not exclusively, recording trains on the former South Eastern lines, he was active with his camera in the years prior to electrification and as such was able to record the last days for many classes which after 1959 saw little if any service.

TT381 Lines From Waterloo £17.50



Lines from Waterloo occupy a triangular area with London at its apex, Portsmouth in the east and a direct line or railway along the southern flank reaching Weymouth in the west with Exeter being included as well.

TT394 LMS Carriages Album, Volume 1 - Images from G Kichenside £13.50



In the Fifties and Sixties when most railway photographers were focussing their cameras on locomotives, Geoffrey Kichenside also turned his lens to the coaching stock. It was a time of great variety. The war had meant that many carriages remained in service long past their use-by date. The backlog of repair and replacement had started slowly, with many being built to the existing company designs. Then the new BR standard coaches (later known as Mark 1) started appearing in great numbers. However, much pre-grouping and pre-nationalisation hauled passenger stock survived in service until the end of the 1960s. Hugh Longworth has been delving into the Transport Treasury archives to produce a number of albums that bring to light some of the vast variety of coaching stock. This first one covers the LMS stock in BR service. Each photograph is accompanied by a diagram showing the layout of the carriage, highlighting the wide variety of designs to be found.

TT118 Locomotives of the Midland Great Western Railway £40.00



The Midland Great Western Railway was the third largest operator by route mileage in Ireland at the 1924/5 Amalgamation that created the Great Southern Railways. Deriving from dissatisfaction with the Great Southern & Western Railway's prioritisation of its Dublin-Cork connection over plans to serve settlements in the midlands and the west, a breakaway group formed a separate venture to fulfil these intentions. Unlike other major railway projects, this entirely local initiative lacked financial or commercial support from British operators. At its creation in 1845, the new company was poorly capitalised, faced unusual engineering challenges in crossing extensive tracts of bog-land, and was crippled by severe population decline within its territory, driven by the human tragedy of the Irish Famine. The MGWR's motive power has never previously been comprehensively surveyed. This is a story of success against adversity that yielded a fiercely proud, independently-minded transport enterprise.

The office will close for Christmas on Wednesday 23rd December 2026 and will reopen Tuesday 5th January 2027.

RECENTLY PUBLISHED TITLES

TT198 London, Tilbury & Southend Railway Memories £14.95



The first section of what was to become the LT&SR opened in 1854 and the route was gradually extended eastwards, reaching Southend two years later. Initially Peto, Brassey & Belts, a firm of contractors, operated the line on a 21-year lease. It was not until the 1875 that it gained its true independence being reconstituted as the LT&SR. The success of the line, helped by the growth of commuter traffic saw expansion in capacity. The company was to have an independent life of 37 years before being acquired by the Midland Railway on 1st January 1912. The route was to serve Essex and London under the London, Midland & Scottish Railway at the Grouping, then the Eastern Region following Nationalisation – all of whom invested in the route. Today virtually all the network inherited by the Midland Railway continues to see passenger traffic, carrying thousands of commuters to and from the capital each day. This volume captures the atmosphere of the early post-World War 2 era when steam still ruled the rails.

TT651 Midland Times Euston Special £15.95



Introduction; Euston – The Early Days; Doric Arch; The Great Hall; Expansion, a new headquarters and more platforms; Euston Square and Lodges; L&NWR First World War Memorial; Euston Hotel; Euston House; Around the station; Steam at Euston – L&NWR; Steam at Euston – LMS; Steam at Euston – British Railways; EMUs at Euston – British Railways; Early Diesels at Euston – British Railways; Unravelling Crossed Lines by Peter Tatlow; Demolition; Construction; The New Euston; Opinion and Experience.

TT382 North British Locomotives in LNER Days £13.50



In Scotland after the Grouping in 1923 the LNER relied heavily on the stock of former North British Railway 0-6-0 classes to work the huge amounts of goods and mineral traffic it handled. These comprised of almost three-hundred and fifty examples that dated from the Matthew Holmes designed Class 'C' of the 1880s to the William Reid designed Classes 'B' and 'S' from 1906 onward. Passenger traffic remained mainly in the hands of the Holmes and Reid designed 4-4-0s with much of the Edinburgh and Aberdeen traffic capably handled by the majestic 'Atlantic' class allocated to Haymarket, Ferryhill and Dundee Tay Bridge sheds. This collection brings together many previously unpublished photographs and shows examples of a number of former NBR Classes that never reached the Nationalisation of the railways in 1948.

TT386 Oerlikon Twilight £17.50



With the exciting array of steam power to be seen on the West Coast Main Line, railway photographers of the 1950s largely ignored the relatively mundane procession of EMUs on the Watford DC lines, so photographs of them are not particularly common. These trains were formed of the LNWR Oerlikon and LMS Compartment stock. Thankfully, The Transport Treasury has acquired enough photos of these venerable units to make up into a book. Also portrayed are the early years of the Eastleigh-built units that replaced them (later Class 501). There are also a few photos of the Lancaster- Morecambe-Heysham line: the connection is explained in the text.

TT388 Rugby Junction £13.50



From its humble beginnings as a stop on the pioneering London & Birmingham Railway of 1838, Rugby's station soon grew into a major junction, with seven lines radiating from it. This not only included what became the West Coast Main Line from London Euston to the North West via the Trent Valley line, but also lines to Leamington Spa, Birmingham, Leicester, Stamford and Northampton. These fascinating archive photographs provide a portrait of this complex of junctions in the age of steam, culminating in views of the Great Central Railway's more modest station at Rugby Central, the latecomer that completed the town's railway map in 1899.

TT392 Scottish Diesels Pre TOPS £17.50



This book looks at most of the various class of Diesel Locomotives that could be found working in Scotland in the years before the introduction and complete re-numbering of the BR Loco fleet in which was largely completed but not entirely during 1974. There are some DMU and shunters in this volume but it is mostly the locomotives that make the majority of the publication. Both freight, parcel and passenger workings are illustrated so that should interest those who also have an interest in rolling stock from these times. This was the time of maroon coaching stock with the introduction of the blue and grey coaches from 1966 onwards. This book illustrates many of the different classes of locomotives that have worked in Scotland. Some were short lived like the Claytons. Others like the Class 47 can still be seen at work in Scotland on Charter trains occasionally now. This is the period of green locomotives and the early blue liveries which started to appear from 1966.

TT380 Scrapyards of Steam £13.50



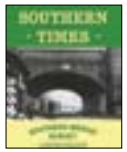
Locomotive scrapyards have long exerted a fascination for many enthusiasts and in this volume which covers 20 privately run sites, we take a last look at some favourite classes a few of which did not find a home in the pantheon of preservation. The scale of these yards ranged from the massive, often consigning hundreds of locomotives to extinction, to the smaller operations that handled just a few examples. The yards featured here range geographically from South Wales to Scotland taking in the Midlands, South Yorkshire and the North East on the way.

TT389 Southern Region Multiple Unit Memories 2 £17.50



Following his debut offering, published by Transport Treasury in 2024, Adrian Willats presents a second selection of "Southern Multiple Unit Memories". Featuring a variety of diesel and electric units seen at many different locations, this second volume includes more of the 'second generation' classes, although the more traditional 'slam-door' Mark 1 based types are not forgotten. All the photographs are from colour slides by the author, who adds his personal recollections (with a bit of humour) in comprehensive captions.

TT640 Southern Times - Southern Bridge Survey £14.50



Infrastructure is oft the forgotten feature of our railway system, with such views that do exist perhaps taken by chance or captured as part of the overall scene. It was a wonderful surprise when in the summer of 2025 the publishers were passed a number of official books detailing bridges, mainly on former LSWR lines of the Southern Railway; neither were these just paper records, for they include numerous views of bridges mainly from the 1950s and often with interesting detail in the background. Southern Bridge Survey is a representative selection of these images, featuring structures on both main lines as well as a number of closed cross country and branch line routes.

TT387 Steam Memories No 3 A 1950s North Eastern Region Miscellany £14.50



Steam still reigned supreme on British Railways in the 1950s and the North Eastern Region was host to a wide variety of different classes. There were hundreds of pre-grouping era locos of the North Eastern Railway operating alongside LNER designs of Sir Nigel Gresley and his successors, Thompson and Peppercorn. They were joined by BR Standard types, War Department 2-8-0s and some classes of LMSR origin. Early examples of diesel and electric traction could also be seen, the NER having been an Edwardian pioneer of the latter. The northeast of England was also home to many industrial lines, especially NCB concerns, with their own, sometimes unique motive power. More than thirty different loco types can be found in these pages, many of which would be gone by the dawn of the 1960s. What sets Mr Williams' photography apart was his enthusiasm for capturing other aspects of the railway on film, such as unusual signals, infrastructure and archaic rolling stock, and these are scattered among the locomotive shots.

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RECENTLY PUBLISHED TITLES

TT393 Steam Memories No 4: Footplate Cameraman North and West £14.50



Patricroft steam driver Jim Carter enjoyed his job. He also loved to take photographs of the locomotives he worked on, and became known as 'The Footplate Cameraman'. His collection is a record of the final years of steam in North West England, from the dual point of view of both railwayman and enthusiast. His stunning photographs illustrate a variety of ex-LMSR and BR Standard steam locomotives with a few interesting examples of early diesel traction thrown in. We 'access all areas' at his home shed of Patricroft and visit other places that are today completely unrecognisable. In fact, if you visited some of these locations today, you wouldn't know there had ever been a railway there. Mr Carter's photographs take us on two nostalgic journeys: one from south to north along the West Coast Main Line through Lancashire from industrial Warrington into the wilds of Westmorland, then we follow much of the historic route of the Liverpool & Manchester Railway from east to west, before terminating at Chester.

TT396 Steam Memories No 5: A 1960s Southern & Western Miscellany £17.50



This book is the work of enthusiast and photographer Bob Ratcliffe. Bob was an avid follower of steam mainly on the Southern but with occasional excursions on to Western Region territory. He also followed, and probably travelled, on a number of rail tours and as such we are treated to images of steam at work under normal conditions and also some of the more unusual workings. All of the views date from the early to mid-1960s, a time when the railway was changing into a new system it was hard to comprehend at the time. Blue/grey creeps into the background in only a few of the images, and whilst many of the steam engines depicted are far from in ex-works condition they represent a timeframe that will still be recalled by many.

TT397 Steam Memories No 6: Western Region Enthusiast £14.50



This volume in the 'Steam Memories' series features the work of Tim Farebrother. Tim was an enthusiast all his life and for a time made a career in photography before changing direction completely to become a teacher. His photographs depict the late 1950s and early 1960s and showcase the Western Region as it started to change from an almost exclusive steam railway. Locations featured include the Worcester area, Reading and Swindon with a number of lineside views.

TT332 The Class 37 Album, Part 1: 37001-37155 £17.50



This the first in a two-part series, captures illustrations of every Class 37 from 37001 to 37155. A second volume is available covering 37156 to 37308. The images have been selected from over 3000 taken by the author between 1973 and 2027 and have been chosen to illustrate the Class on as many different workings and in as many different locations as possible.

TT321 The Class 37 Album, Part 2: 37156-37308 £17.50



This the second in a two-part series, captures illustrations of every Class 37 from 37156 to 37308. A first volume is available covering 37001 to 37155. The images have been selected from over 3000 taken by the author between 1973 and 2027 and have been chosen to illustrate the Class on as many different workings and in as many different locations as possible. Priority has also been given to images where the number of the locomotive is visible, although this has not always been possible. We hope the reader enjoys the results of over half a century photographing the venerable Class 37.

TT637 The End of Steam on Scotland's Railways £14.95



In this volume, focusing mostly on Scotland's central belt and south west, you will see industrial 0-4-0 saddle tanks and streamlined 'Pacifics'; ten-coupled freight locomotives from the 1950s and 0-6-0 goods engines from the 1890s as they eke out their final years in steam north of the border. More than thirty different types of steam locomotive will be found within these pages. The railway landscapes of Central Scotland range from industrial Glasgow to rolling countryside, dramatic bridges and coastal villages. The evocative Les MacDowall photographic archive holds images of long-scrapped locomotives at long-gone Scottish stations, sheds and lineside locations from Ayrshire to Fife, and Dumfries to Perth. His wonderful photographs record the gradual demise of steam north of the border from about 1963 until the bitter end.

TT638 The RC Riley Colour Collection – Diesel & Electric Traction £24.95



RC 'Dick' Riley is often thought of as a steam man, and indeed the majority of his colour archive was taken during the time steam was dominant. However, unlike others he also embraced the change to modern traction as it occurred and he would aim his camera at the new 'boxes on wheels' with as much skill and care as he did with steam. We are fortunate that in so doing he captured many of the early types of diesel and electric both at work and on shed – or should that perhaps be stabling point – and sometimes in their original liveries. The result is the transition from steam is now available to view in Dick's inimitable style. This book has captions written by modern devotee Andrew Royle, who brings out the detail of both the obvious and often the not so obvious. Diesel and electric multiple units are also represented in this quality selection.

TT635 The RC Riley Colour Collection – Great Western Coaching Stock £24.95



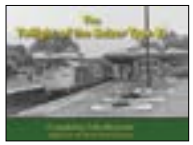
To the followers of the Great Western finding images of rolling stock in colour is not easy. All too often the main focus of the photograph has been the engine, the station or the whole train – although in the latter case fortune sometimes follows. In this new book, R C Riley's colour archive has been trawled to find both the best and the most interesting of his coverage of Great Western coaching stock; from the Super Saloons, to Restaurant Cars, the work of Messrs Hawksworth, Collett and Churchward and even a few example belonging to the years of William Dean. Captions are extensive and well-researched having been written by the Associate Editor of 'Western Times' Jeremy Clements. If you are after a book that shows a little more than just engines and trains and features what was out on the line, this is one not to miss.

TT322 The Twilight of the Class 40s £13.50



The English Electric Type C/Type 4 1Co-Co1 diesel-electric, later known as Class 40 were built by EE at Vulcan Foundry and also by Robert Stephenson & Hawthorns at Darlington. With their distinctive turbocharged engine sound, they were nicknamed 'Whistlers'. The first ten were ordered as part of BR's Pilot Scheme, and they were an immediate success. For more than thirty years, the throaty whistling noise of these versatile locomotives could be heard up and down BR's main lines from East Anglia to North Wales and London to the Scottish Highlands. By the dawn of the 1980s, several had been scrapped and an enthusiastic entourage of 'bashers' and photographers was determined to get as much mileage and footage out of the remaining Forties as they could. Happily, there are seven Class 40s surviving in preservation, including the pioneering D200. All but one has been restored to working order, and two have even returned to the main line.

TT391 The Twilight of the Sulzer Type 2s £13.50



Two of the most successful Pilot Scheme diesel locomotive classes that were ordered as part of British Railways' Modernisation Plan shared the same six-cylinder 1,160hp Sulzer engine. One was built at the Birmingham Railway Carriage & Wagon Co in Smethwick, while the other came from BR's own Derby works. They became Classes 26 and 24 respectively. Proving far more reliable than any of their Type 2 rivals, not only did both classes multiply, but they led to orders for uprated versions of each, with 1,250hp at their disposal. The four classes, 24, 25, 26 and 27 totalled almost six hundred examples, and could be seen almost everywhere on the BR network. By 1983, the Class 24s were long-gone apart from one in departmental service, but the 25s and 27s still had four years left. The Scottish Region's Class 26s however had another decade in service, in some cases taking their operational careers to 35 years. The photographs in the book run from 1983 until 1988 and cover the north of England, Scotland and Wales.

TT390 Tracking Down 4: In Search of the BR Class 55 Deltics £13.50



In the post-steam era of British Railways, there were perhaps three types of diesel locomotive that attracted a truly fanatical, dedicated following of enthusiasts. The stylish Class 52 diesel-hydraulics of the Western Region were all withdrawn by 1977. Then there were the longer-lived English Electric Class 40 diesel-electrics with their distinctive whistling sound. Coming from the northeast of England the authors found twin Napier-engined Deltic Class 55 diesel-electrics on the East Coast Main Line most inspirational. Nothing else came close in terms of the noise they made, their sheer physical presence, and their breathtaking performance. With their evocative, charismatic names recalling famous regiments and thoroughbred racehorses, these mighty locomotives were worthy successors to the LNER Pacifics and they ruled the ECML for two decades.

RECENTLY PUBLISHED TITLES

TT636 Western Region Cameraman £19.95



Following the end of steam on British Rail, most railway photographers found their activities restricted to stations and viewpoints outside the railway boundary. However, those who were within the railway's employ could get around this difficulty and Terry Nicholls was one of them. Working in the control function in the Bristol area also meant that he enjoyed inside information about special workings. Some of the results of that can be seen within this book, covering as it does the period from the late 1960s to the early 1980s when blue was very much the colour but variety in motive power could still be found across the Western Region.

OTHER TRANSPORT

AMBERLEY PUBLISHING

A2665 British and Irish Fire Appliances of the Twenty-first Century £15.99



John Godwin looks at fire appliances in use over the last quarter of a century, referencing many of the UK and Ireland's public fire-and-rescue services, as well as reviewing many airport fire-service fleets and industrial and private firefighting operations.

AMBERLEY PUBLISHING

A2963 Silent Sentinels: Scotland And The North Of England £15.99



Silent Sentinels is an illuminating exploration of the statues and sculptures that grace the railway stations of Scotland and the North of England. Often overlooked by hurried travellers, these artworks transform bustling transit hubs into unexpected galleries where history, art, and public life converge. From grand monuments honouring engineers and war heroes to abstract installations that challenge our perceptions, these sculptures offer glimpses into the stories of the communities they inhabit and the historical moments they commemorate. Through richly detailed descriptions and historical context, Kieron Blake takes readers on a journey through time and space, revealing the artistic treasures hidden in plain sight. Each chapter sheds light on the statues' origins, the artists behind them, and their role in shaping our understanding of public spaces.

AUTO REVIEW PUBLICATIONS

AR219 Made in India £5.95



In the gradual process at Auto Review of describing the automotive industries of countries and regions of the world they now come to the Indian Subcontinent. That mostly means India, now the fourth biggest car-making country in the world, but it also looks briefly at Pakistan, Bangladesh and Sri Lanka. Coverage of Indian auto makers is broadly alphabetical, with prominence given to larger or more notable manufacturers. Where vehicles were 'world cars' which did not significantly differ from the products of the parent manufacturers, in most cases, they have not taken up the limited space with pictures of them. They can be seen in Auto Review publications devoted to that specific marque, such as Suzuki, Hyundai, BMW and so on.

JONATHAN DEL MAR

JDM32 Motor Vehicle Registration Numbers of Great Britain 1963-74 4th Ed £19.99



Now in its 4th edition (2026), this is the complete compendium of all the original registration numbers issued in the years 1963-1974. Also listed in full are all re-registrations ('age-related' numbers) issued to pre-1975 vehicles up to the present day, thus marking clearly the distinction between those original numbers that were issued when the vehicle was new, and the more recent replacement series issued to those vehicles in subsequent years up to the present. Tabulated clearly, county by county, city by city, burgh by burgh, and accompanied by over 400 full colour photographs, this is the essential guide for classic car owners who want to know about the origins and authenticity of their vehicle's registration number.

JDM83 Motor Vehicle Registration Numbers of Great Britain 1974-2001 £19.99



Published in 2024, this is the complete compendium of all the original registration numbers issued in the years 1974-2001. Also listed in full are all re-registrations ('age-related' numbers) issued to vehicles of that period up to the present day, thus marking clearly the distinction between those original numbers that were issued when the vehicle was new, and the more recent replacement series issued to those vehicles in subsequent years up to the present. Tabulated clearly, all issuing offices in alphabetical order, and accompanied by over 600 colour photographs, this is the essential guide for classic car owners who want to know about the origins and authenticity of their vehicle's registration number.

TIMETABLE WORLD

TTW19 Changing Times – A History of the Transport Timetable £40.00



Step inside the world of timetables—the essential, intricate documents that mapped Britain's transport revolution. From tide tables and coach lists to the dense, mesmerising railway charts of the Victorian era, this book charts the rise of a specialised medium that guided travellers and defined networks. Rich in anecdotes, design quirks and historical depth, it's an irresistible read for anyone who loves railways, transport ephemera or the hidden systems behind great journeys. Conrad Smith's fascination with numbers and railways has shaped both his professional and personal lives. A mathematician by training and a train enthusiast from boyhood on Tyneside, he draws on a deep understanding of how numbers work to offer a richly informed, warmly human account of railway timekeeping.

CARS & MOTORING

AMBERLEY PUBLISHING

A2881 Austin Allegro £15.99



British Leyland expert Colin Corke looks behind the scenes to reveal the true story of this often-misunderstood car. Using previously unseen concept and styling images, he analyses the development of the Allegro and the production and quality problems that were to damage its reputation. The book follows the development of different versions of the Allegro, including the Allegro 2 and 3 and the variations and specials, including the estate, Crayford conversions and rally cars. The book also analyses the reception that the Allegro received abroad, including both Italy and France, and how it fared against foreign competition, including the Alfa Romeo Alfasud and the groundbreaking VW Golf. This is a concise but authoritative guide to both the good and bad points of a car that came to symbolise the crisis of British car manufacture in the 1970s.

A2826 Ford Escort MK 1–6 1969–2002 £15.99



The Ford Escort was Britain's best-selling car in several years between its introduction in 1968 and its demise in 2002. It was pitched at the lower-medium sector of the saloon car market but rapidly became much more than that thanks to a hugely successful works motorsport programme. There were humble everyday saloons, sporty derivatives, cabriolets, estate cars and vans, and the works cars themselves, all of which are both a nostalgic reminder of earlier times and a source of great interest to car enthusiasts. This book will cover all six generations of Ford Escort in Britain, combining essential technical detail with a reminder of what the cars stood for in their day. This book provides a well-informed concise summary of one of Britain's most popular cars.

A3234 Hillman Super Minx £15.99



The Super Minx was originally conceived as a replacement for the existing Minx model but soon became a larger alternative. In this book, Hillman expert Glenn Brackenridge explains the development of the new car as Britain emerged from post-war austerity and entered the more confident 1960s. The book follows the development of the Super Minx, including the estate version and the convertible, as well as the launch of the Mark II, radically facelifted Mark III and Mark IV. The book is full of insider information drawing on the author's extensive involvement with Rootes Car Clubs. Based on extensive research at the Rootes Archive Trust reveals the many appealing aspects of a car often over-shadowed by the competition from Ford or Vauxhall. The practicality and style which made the Super Minx popular in the 1960s make it an attractive option for classic car owners today.

RECENTLY PUBLISHED TITLES

A2495 Land Rover Discovery 3 & 4 £15.99



Ever since its first launch in 1989, the Land Rover Discovery has stood for robust durability and practicality both off and on-road. When the Discovery 3 was launched in 2004, it represented a step-change from the earlier models, with much higher levels of equipment and a greater degree of luxury as well. The Discovery 4 continued the same theme, with additional improvements and refinements. Rover expert James Taylor examines the background and development of the L319 platform, common to both models, and the different types within each range. The book also covers the G4 Challenge vehicles and special editions, as well as emergency vehicles, armoured derivatives, and the US models that were known as the LR3 and LR4.

A2830 Modern Traditional Morgans 1997–2020 £15.99



Morgan sports cars are some of the most recognisable traditional sports cars. The Morgan 4/4, first produced in 1936, is the longest-running production vehicle in the world. However, behind the familiar waterfall cowl, there are a host of sometimes confusing differences in the Morgan models that make choosing a Morgan more complex than it may seem. Morgan expert David Wellings examines the traditional ladder-chassis 'long-door' Morgans that were produced between 1997 and 2020. He covers all the models of that period, including the 4/4, Plus 4, Plus 8 and the Roadster. As is demonstrated, the differences between the cars extend beyond the engine types and sizes to include subtle changes to screen and side-screen shapes as well as hood and dashboard variations. David Wellings offers a concise guide to the multiple variations and invisible intricacies which are an intrinsic part of the steel-chassis Morgans.

A3086 Triumph Sports Cars From The 1930s To The 1980s £15.99



Triumph sports cars have achieved a legendary reputation around the world and are still sought after today by classic car enthusiasts. In this readable book, Triumph expert Kevin Warrington provides a complete story of Triumph sports cars, beginning with the lesser-known models, including the 1934 Dolomite, of the pre-war era, the 1947 Triumph Roadster and the more familiar TR range of cars. The book also includes the Spitfire and GT6 as well as Triumph's final models, the TR7/8 and the Stag. Although Triumph sports cars are well covered in books and magazine articles, many of these focus on the TR range or individual post-war cars. This book stands out as a complete history that includes the roots of Triumph sports cars in the 1930s and sets the entire range in the context of its times. Accompanied by a wide range of colour and black & white illustrations, this is an essential complete guide to the entire Triumph sports car range.

FONTHILL MEDIA

F5959 Jowett Specials £25.00



Since the early days of motoring, car owners with an engineering background have customised production cars, normally for increased speed for racing, but also for off-road work, touring, commercial work, or for added comfort and reliability. Jowett owners are no exception, with unique sporting models being owner-built since the 1920s. In fact, there are racing Javelin saloons and Jupiter sports cars taking part in historic races today that are considerably faster than the production cars of the late 1940s and early 1950s. There's the full gamut of Jowett specials featured here, covering pre-Second World War models through to modified versions of the post-war Bradford van. The Javelin and the Jupiter are also featured. Jowett Specials: The Good, the Bad and the Ugly is a celebration of them all, and the intrepid, mechanically minded owners who built them.

We send our larger orders by DPD. They offer a next day service with a one hour window on the day of delivery. When placing your order, if possible please give us a mobile number and/or an email address so DPD can contact you with your allotted time and delivery day.
This courier service is subject to location and is only available to mainland UK addresses. However, there may be restrictions to remote areas.

COMMERCIAL VEHICLES

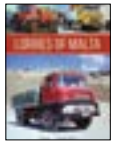
AMBERLEY PUBLISHING

A3026 Black Jack The Life Story Of Boughton's Fowler Traction Engine £15.99



Trafford Boughton had a photographic memory and recorded the life and times of Black Jack, a Fowler traction engine, owned from new by the Boughton family. He also captured life at the start of the twentieth century when the family engineering business was getting underway. Follow Black Jack through his early years and how he worked through two world wars making a vital contribution to the war effort. This book charts his exploits, and what a loyal and hard-working servant he turned out to be. In the late 1940s, Black Jack was retired. He might not have survived the post-war period had it not been for the growth in popularity of steam rallies and he went on to take part in the Lord Mayor's Show in London. By the end of the twentieth century, worn out and with the family business no longer there to provide engineering succour, his future looked bleak. Trafford's son, Rob, describes Black Jack's restoration to his former glory and plans for the future through a fascinating selection of images.

A2983 Lorries of Malta £15.99



Malta has long been a destination for British holidaymakers, but it has also been a market for many vehicles imported from the British Isles. Not only cars and buses, but lorries as well. The lorries that made their way to the islands of Malta had generally come to the end of their UK working lives. Vehicle breakers and dealers regularly shipped out significant numbers of lorries, which were then often subjected to the ingenious conversions and alterations that the Maltese are so good at. Tractor units in particular received chassis extensions, sometimes the rear section including axles from other vehicles that have been grafted together to make rigid vehicles (often tippers) into powerful motors. The weights carried in Malta often exceeded the original design weights so more horsepower was needed to cope with the steep hills that exist in parts of the islands. Older vehicles are thinner on the ground nowadays since regulations were tightened up following Malta's entry into the EEC in 2004.

A2726 Municipal Vehicles In Preservation £15.99



In the past, an important part of the market for commercial vehicles was the municipal or local authority sector. These organisations had responsibility for such services as maintaining roads, street lighting, refuse collection and education. Some also maintained the fire brigades and ambulance services in their areas. Many towns and cities had their own municipally owned public transport, often initially comprising trams and then later trolleybuses or buses. This gave rise to a range of specialist vehicles, at first horse-drawn and then steam and motorised. These encompassed road rollers to gully emptiers and dustcarts to mobile libraries. There were tower wagons to maintain street lighting and the overhead wiring for trams and trolleybuses. Many of these vehicles have survived to pass into preservation. Malcolm Batten presents a fascinating selection of images featuring a wide range of vehicles that have been operated by municipal authorities and then later preserved.

A2919 Scotland's Road-Haulage Scene In The 1980s £15.99



In the 1980s Scotland's Central Belt, and Glasgow in particular, had a thriving road-haulage scene serving the large number of traditional industrial sites in existence. From grain and flour mills to ironworks and heavy manufacturing, these industries were served not just by Scottish hauliers but those from all parts of the United Kingdom. Michael Fallone recorded as much of this scene as he could and in doing so documented the landscape of the industrial areas as it started to change. Through a fascinating selection of images and informative captions he charts the journeys of many long-forgotten hauliers as well as those of hauliers who are very much alive and kicking.

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

AUTO REVIEW PUBLICATIONS

AR224 Airport Ground Support Vehicles £5.95



The story of airport ground support vehicles. At an airport, most of this attention takes place on the apron, near to the terminal buildings. Speed, efficiency, and careful co-ordination are necessary to minimise turnaround time at the terminal gate. As many as 75 vehicles may be needed to service one large jet airliner. Roles include aircraft handling, servicing and refuelling, passenger handling, baggage and cargo handling, airport maintenance, and emergency services. The evolution of the many and varied roles of ground support vehicles are touched on here. Some vehicles may be owned by large airlines, but often the work is carried out under contract by specialists, including fuel companies, catering firms and servicing outfits. Some of the different vehicles operated by air forces and at smaller airports and airfields are also included. Whilst most coverage relates to British and US vehicles and equipment, kit from some other countries is also included.

AR221 Chevrolet and GMC £5.95



Here we look at commercial vehicles produced in the USA under the Chevrolet and GMC badges. In the early part of the story Chevrolet was limited to producing vehicles up to 1.5 tons, while GMC made bigger vehicles. In later years the two brands offered similar models badged with different names. Chevrolet mostly used their own engines, but GMC used Pontiac or Oldsmobile engines for smaller vehicles, and GM Detroit Diesel or other engines for larger trucks. GMC Caballero car-derived pickups are mentioned here, cousins of the Chevrolet El Camino. The five generations of El Camino are described in Auto Review 209 and 214.

AR222 Driven for Drink £5.95



Here we see some of the vehicles involved in the alcoholic drinks industry. Transport is needed at all stages, from growing and harvesting raw materials to production, bottling and distribution. Road vehicles have also been used to promote drinks, often in novelty shapes of bottles or barrels. It is arranged by types of alcoholic drink, categories include fermented drinks, distilled spirits, wine and aperitifs/digestifs. Consolidations in the drinks industry meant that hundreds of brews and brands which were still available in Britain in the 1950s and early 1960s had disappeared by the end of the 20th century. Road vehicles were seen as a convenient way to advertise. This tradition began with smartly turned out and decorated horse-drawn brewery drays delivering to licensed premises. Some breweries retained horse teams in the 21st century for local deliveries, as well as for promotional purposes, but most had been replaced by the mid-20th century.

AR223 Iveco and the History of its Constituent Companies £5.95



The histories of some of the constituent member companies of Iveco are complex. This publication describes some of the tributaries which led into the mainstream manufacturers, which in turn eventually were combined as Iveco. Over the years many European manufacturers Deutz ,Magirus. Fiat, , SPA, Lancia , Bianchi Unic and more were absorbed. Pegaso of Spain arrived in 1990. Pegaso brought in its recently-acquired UK subsidiary, Seddon Atkinson. A joint venture with Renault (and the various bus-building concerns Renault had taken over down the years) to create Irisbus eventually became Iveco Bus. It wasn't just bus-building that was combined into a single entity. Fire and emergency vehicles were combined as EuroFire at the Magirus-Deutz site in Ulm, and military vehicles by all the contributing members came under the Iveco Defence Vehicles umbrella. All of these entities, and more, are described here.

AR220 Mack and Brockway £5.95



The first vehicles were made by the Mack brothers in New York at the turn of the 20th century. Marketed for a while as 'Manhattan' trucks, they soon reverted to the Mack name. Their trucks were seen as so sturdy that a new saying was introduced to the language; Built like a Mack truck. Their ruggedness and their pugnacious appearance resulted in British Tommies in the Great War giving Mack ACs the Bulldog nickname. This was regularised in 1922 with the adoption of a Bulldog bonnet (hood) ornament. When we look at US automotive companies we get used to seeing regular annual model changes, but Mack never felt the need for new model releases every year. In 1956 Mack took over Brockway, another American truck maker with a long history. The two firms were not really direct competitors. Mack used modern production line techniques, whereas Brockway built up custom trucks. In 1990 RVI (Renault) took over Mack, and in 2001 Volvo acquired the RVI group, including Mack.

MAGAZINES

OMNIBUS SOCIETY

OSKS1 Dumfries & Galloway Bus Timetables - All Bus Services Operating in the County of Dumfries in Summer 2026 £4.99



The booklet is presented in alpha-numeric order of services and a selection of photographs is included. A map of bus services in Dumfries & Galloway is also included along with town centre maps of Dumfries and Stranraer. Operators covered include; Annandale Community Transport; Anderson's of Langholm; Borders Buses; Brownriggs; Cairn Valley Community Transport; Dumfries & Galloway Council; Houston's Coaches; McCalls Coaches; Stagecoach West Scotland; Telford Coaches.

OS587 Omnibus Magazine 587 £5.00



This issue covers: Stevensons in the 80s -Julian Peddle recalls the events leading up to October 1986; Isle of Man Celebrations- 150 years ago the world's longest surviving horse-drawn tramway began along Douglas seafront. Malcolm Flynn visited this year's week-long Annual Festival of Transport; plus the usual Bus Archive News, from the photo archives, Nationwide reports, written in late-autumn 1987 by Tony Walshaw, shows how deregulation was perceived at the time, plus the usual Bus Archive News, from the photo archives, Nationwide reports.

OSKS2 Shrewsbury Area Bus Timetables - Bus Services Operating to and from Shrewsbury - 1 September 2026 £4.99



New Shrewsbury area bus timetable booklet dated 1 September 2026. 28 pages, A5, full colour. Contains all the new Hotspur services which started on 1 September. Many colour photographs and maps included. All bus routes which operate into Shrewsbury are included.

STTS

STT78 Scottish Transport Magazine 78 2026 £8.50



Edition 78 celebrates the 75th anniversary of the foundation of the Scottish Tramway and Transport Society (formerly the Scottish Tramway Museum Society) with an anecdotal article by the last surviving founder member, Graham Ewing. The 70th anniversary of the closure of the Dundee and Edinburgh tramways are also recorded. Articles include Alexander Bus Builder; a summer spent on a Midlothian Pug locomotive; 19th Century steam buses and tram articles on maximum traction bogies, swing link trucks in Paisley and a trip to the four tram systems in 1956, all by well-known authors. There is also an update on the restoration of preserved Edinburgh cable car No. 226

CALENDARS

GRAFFEG

GR203 Heritage Buses of Britain Calendar 2027 £7.99



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.

Last posting date for Christmas is Thursday 17th December 2026.
We close for Christmas holidays on Wednesday 23rd December, reopening Tuesday 5th January 2027

RECENTLY PUBLISHED TITLES

MODELSTONE BUS CLUB

MBC27 Malta Bus Calendar 2027 £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

RPM27 Modern Traction Calendar 2027 £10.50



Modern Traction Calendar 2027 illustrates a variety of diesel and electric locomotives, most of which are captured at work on the main line. Heritage classes are featured as well as the very latest modern subjects. Includes scenes from all around the country. Every month is presented in one-month-per-page format and shows a single large colour image on the page. Days of the week are printed next to each day, with Sundays highlighted and all UK public holidays clearly shown. There is reserved space for notes to be added every day of the year. They are produced on high quality art paper and are spiral bound with a hanger at the centre.

RPS27 Steam Traction Calendar 2027 £10.50



Steam Traction Calendar 2027 includes a mixture of steam locomotive images taken both on the main line and at heritage railways up and down the country. Narrow gauge and standard gauge subjects are both featured including many atmospheric images. Every month is presented in one-month-per-page format and shows a single large colour image on the page. Days of the week are printed next to each day, with Sundays highlighted and all UK public holidays clearly shown. There is reserved space for notes to be added every day of the year.

AIRCRAFT

AMBERLEY PUBLISHING

A2429 Boeing 787 Dreamliner £15.99



The Boeing 787 Dreamliner is a family of long-range, mid-size, wide-body, twin-engine jet airliners that can carry 242–330 passengers in two classes. It is the world's first major commercial airliner to have a fuselage, wings and tail made from composite materials. The extensive use of electrical systems replaces many pneumatic components. The advanced fly-by-wire control system automatically optimises the shape of the wing resulting in improved lift and reduced fuel consumption, and new technologies are used for the flight deck instrumentation. Powered by next-generation engines: General Electric GEnx 1B or the Rolls-Royce Trent 1000, three variants have been built: the initial 787-8, a stretched 787 9 and the largest, the 787-10. The 787 first entered service with ANA on 26 October 2011. It is now operated worldwide by over 70 airlines including major flag carriers, low-cost long-haul operators and leisure airlines.

HISTORY PRESS

HP116 Gatwick in Photographs: Celebrating 90 Years of London's 2nd Airport £27.50



In 1930, an aerodrome was built in rural Surrey, sandwiched between two farms and adjacent to a racecourse. In 1936, after growing from strength to strength, Gatwick Airport was officially opened by the Secretary of State for Air. Since its second runway opened in 1958, Gatwick has officially been London's second airport: if you wanted a package holiday throughout the 1960s and '70s, you would often fly from here on charter airlines that operated a multitude of aircraft types to destinations worldwide. This variety made spectator visits fascinating for plane spotters, who were well catered for with viewing piers that very closely overlooked the parked airliners. From its pre-war construction days to the hustle and bustle of today, Gatwick in Photographs charts the airport's history through its aircraft in glorious full colour.

KEY PUBLISHING

K2272 Airports of the World £10.99



After successfully returning to the newsstand last year, the 2026 issue of Airports of the World is set to offer another fine collection of articles and reports this summer. The bumper 116-page issue includes new features covering the opening of Frankfurt Terminal 3, development plans for London City Airport, lost airports of the US, Clark International Airport in the Philippines, and Hong Kong Terminal 2 – plus flying visits to Seoul and Ivalo. With news on recent developments at hubs, spokes, and point-to-point facilities around the globe, it's an issue not to be missed.

SHIPPING & MARITIME

AMBERLEY PUBLISHING

A2911 Carnival Cruises £15.99



In the early 1970s the shipping industry around the world was facing a crisis following competition from new forms of transport, package holidays and the introduction of the giant Boeing 737. People were able to fly across the Atlantic and to Australia in hours and the large ocean liners were soon running at a loss and were laid up. Ian Collard recounts the story of two friends who seized the opportunity to form and develop a cruise line which is now the largest and most successful of its kind in the world. Arison and Riklis borrowed capital and bought a number of the redundant ocean liners at bargain basement prices and provided cruise holidays for ordinary working people. They had a completely new business model and branded their concept as 'fun cruises' based on 'a boatload of vision, a second-hand ship and just enough fuel to make the one-way trip from Miami to San Juan'. Ian Collard presents a selection of images to tell the story of Carnival Cruises, now 'The World's Most Popular Cruise Line'.

FERRY PUBLICATIONS

F6891 Domestic Car Ferries around the British Isles £29.95



Often forgotten in the ferry scene but playing an extremely important role in providing lifelines to remote communities are the smaller domestic ferries serving islands or crossing rivers, estuaries and lakes around the British Isles. Not only looking at current ferry operations this book endeavours to provide historical information of services that have been so important in the past. As each route around Britain and Ireland is visited details are provided of the operators and the vessels employed during their lifeline service and is supported by many images.

F6895 Early Years - Isle of Man Steam Packet Company & the Growth of Tourism to the Isle of Man 1830-1914 £9.95



From its foundation in 1830, the Isle of Man Steam Packet Company has played a vital role in shaping the economic and social development of the Island and established itself as a cornerstone of Manx society. As the world's oldest continuously operating passenger company, its legacy is a testament to the enduring importance of travel by sea, particularly for island communities.

F6892 Fred Olsen Express - 50 Years & Beyond of Ferries in the Canaries £21.50



This book tells the story of the Fred. Olsen Express ferry company, an organisation that has grown considerably from its inception as Ferry Gomera in 1974 and that in 2024 celebrated its 50th Anniversary. Fred. Olsen Express is now the market leader in the Canary Islands for inter-island passenger and freight transport operating eight fast craft and two mini ferries on six inter-island routes together with a coastal route along La Gomera, three freight ferries on four inter-island routes and two ro-pax ferries in conjunction with Baleària from the Canaries two principal islands to the Spanish mainland.

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RECENTLY PUBLISHED TITLES

F6893 Hovercraft, Hydrofoils & Catamarans- 60 Years of Fast Ferries - 2nd Ed £32.50



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

F6894 Lady of Mann - The Centenary Steamer £11.95



Built in 1930 in Barrow, Lady of Mann was often referred to as the 'Centenary Steamer' as she entered service during the 100th Anniversary Year of the Isle of Man Steam Packet Company. The largest steamer ever built for the Company at the time, she was fast and spacious and served her Company, and her Country during the 1939-1945 War, with distinction for 41 years. As we approach the 200th Anniversary of the Isle of Man Steam Packet Company, it is perhaps appropriate to relate the story of this fondly remembered steamer.

F5109 Portsmouth-Fishbourne - 100 Years £19.95



In March 1926, the Southern Railway Company opened a new six-mile link between Portsmouth and Fishbourne. Initially operated by three wooden tow-boats pulled by a tug, the service soon fulfilled all expectations and in the following year the first specially commissioned car ferry entered service carrying a maximum of 16 cars and 100 passengers. Although the Fishbourne route is historically the youngest of Wightlink's three Solent crossings, it is today by far the busiest and justly deserves its position as the number one Gateway to the Island. A century of service is certainly an event to be celebrated and its undoubted success is testimony to the foresight and investment made by the Southern Railway and which continues today through the good offices of its natural successors, Wightlink.

F6889 Stena E-Flexer Series Versatile Ferries for the 21st Century £24.50



Designed by Stena RoRo and Deltamarin and built in China by China Merchants Jinling Shipyard (Weihai) Company, E-Flexers represent a significant evolution in ro-pax shipbuilding, standardising the core hull and machinery design yet allowing bespoke adaptations tailored to the needs of customers. The design encompasses differing vessel lengths, power configurations - including LNG dual-fuel capability and hybrid battery systems- and customised bespoke interiors. There are now thirteen E-Flexers and a further two vessels in build, making the E-Flexer the most successful modern ro-pax platform. This book reviews the evolution and implementation of the E-Flexer design with a detailed review of each vessel in service and those in build plus a look at related at a number of other Stena RoRo related designs including the NewMax and C-Flexer freight vessels.

PEN & SWORD

P5948 On All the Seven Seas: Travel Aboard Passenger Ships £29.99



On All the Seven Seas: Travel Aboard Passenger Ships is a collection of stories of various sea and river voyages made by the author in the 1980s. Some ships featured are now gone, leaving precious memories that have become the substance of pure maritime nostalgia. Others are still plying the globe, taking on new passengers, generating new memories with every stretch of water crossed. The stories include experiences on vessels as illustrious as QE2 and as obscure as Poland's little Stefan Batory. Going far beyond the ordinary, the author recounts taking a twelve-passenger containership to the Far East, joining a mail steamer along the fabled Norwegian coast in the depths of winter, and getting swept up in a carnival cruise in the sunny Caribbean. On All the Seven Seas is a love letter to the world's rivers, seas and oceans and the passenger-carrying vessels that ply them.

BUS & TROLLEYBUSES

ADAM GORDON
AG438 Bill and Jim - A London Trolleybus Crew £35.00
AG452 Central London Buses, Trams, & Trolleybuses A Photographic Review £40.00
AG456 London Trolleybus Depots Part 4 £39.00

ALAN HILEY
AH953 ABC of East Midlands Bus & Coach Ops £11.95
AH924 Buses & Coaches from North of England £9.95

ALISDAIR GOODALL
HTCAG Highland Omnibuses Ltd, A History 1931-91 £40.00

AMBERLEY PUBLISHING
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A2357 Edwards Coaches A Hundred Years £15.99
A2557 Essex Buses In The 1960s And Early 1970s £15.99
A9726 First West Yorkshire Buses £15.99
A2111 Independent Merseyside Buses £15.99
A1329 London's Citaro Buses £15.99
A0634 London's Gemini Buses £15.99
A2441 London's Metrobuses £15.99
A1746 London's Transport in the 1980s £15.99
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A1646 Plaxton: The Supreme Years £15.99
A2185 Potteries Motor Traction: Red & Yellow Yrs £15.99
A1552 Reading's Buses 2010-2019 £15.99
A2113 Ribble Motor Services £15.99
A2293 Seaside Open-Top Buses: 1969-99 £15.99
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A193X Southdown Buses in Preservation £15.99
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A2199 Stagecoach South Wales £15.99
A0710 The Use of Vinyls on Buses and Coaches £15.99
A0706 Touring by Bus and Coach £15.99
A2627 ZEBS (Zero Emission Buses) £15.99

ASHLEY WAKELIN
AW934 Midland Red -Evolution or Revolution £35.00

AUTO REVIEW PUBLICATIONS
AR061 The Sherpa Story Second edition £5.95

BEST IMPRESSIONS
BI460 The Guy Wulfrunian - More Than Just a Blunderbus £49.50

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JB454 London Transport's Service Fleet £35.00
JB013 Southampton's Last Half-Cabs: In Focus 13 £10.00

BRITISH BUS PUBLISHING
BB326 2026 Stagecoach Bus Handbook £23.75
BB372 British Bus Smaller Groups 10th Ed 2025 £23.25

BUS & COACH RESEARCH GROUP
BCR09 Fleet History of Leeds City Tramways etc £18.00
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CA484 Buses for London's New Towns £35.00
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CA498 Regenerating London's Buses £35.00
CA492 The London Merlins £30.00
CA470 The London Q Type £25.00
CA488 The RTW Class £19.95

CRASHBOX PRESS
CB693 Bristol Vintage Bus Group - 50 Yrs of Madness £30.00

DEREK SIMPSON
DD544 Dundee's Buses - London Calling £24.99
DD123 Dundee's Single Deck Buses - 1921-1996 £24.99

EDINBURGH HERITAGE BUSES
EHB01 Lothian Enviro400XLB £22.50

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EMP94 Pandora's People - Hastings Coachways and Pandora Holidays story £15.00

FAWNDOON BOOKS
FB316 A Century of Edinburgh's Trams & Buses £40.00

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HNS99 In Shades of Brown & Cream - SYPTE The Operating Years £40.00

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KS480 Buses of South Wessex - Last 60 Years £40.00

KEY PUBLISHING
K2944 After London Transport Metroline £16.99
K2861 Croydon Transport £16.99
K2918 London Buses Review of 2023 £16.99

MALTA BUS PUBLISHING
MBP53 GOZO 100 - The 100th Anniversary of the Gozo Bus Industry (1925 to 2025) £35.00
MBP11 Maltese Buses EBY 471 to EBY 640 £40.00

BACKLIST TITLES

MUSEUM OF TRANSPORT
MT209 Simi Jigger - Simister's Bus Service 1927-2024 £12.00
MT208 West of the Irwell £25.00

OMNIBUS SOCIETY
OS150 Bus Services in Lakeland 1939-1950 £16.00

PEN & SWORD
P5434 Lothian Buses -Change in Edinburgh £25.00
P3474 London DM & DMS Buses - £25.00
P0961 London Enviro 400 MMC and City £29.99
PS479 London MB and SM Buses - £25.00
P9526 London Mini & Midi Bus Types £30.00
P4839 Volvo MCV- Story of a Global Partnership £25.00

RICHARD DELAHOY
RDPX1 X1 Southend to London – The Rise and Fall of A Deregulation Phenomenon £30.00

SOUTHDOWN ENTHUSIASTS CLUB
Southdown Fleet History
SEC98 ...Part 37 1970 Daimlers Return £7.50
SE101 ...Part 38 1971 The Final Tourers £7.50
SE103 Sussex Independents 2025 £6.50

STENLAKE PUBLISHING
ST002 Bradford Motorbuses to 1974 £49.95
ST988 Holiday's Busman, Western SMT 1969–72 £12.95
ST963 Pennine Motor Services, Skipton:1925-2014 £29.95
ST980 Seeking the Swilly - Londonderry & Lough Swilly Railway and its Bus Services £12.95
ST982 Trolleybuses - Glasgow's Silent Service £12.95
ST997 United Services, Wakefield to Doncaster: The Stage Buses £12.95

TIMETABLE WORLD
TTW16 The Rise and Demise of the Bus Map £40.00

TROLLEYBOOKS
TB535 In Search of Perfect Curves - The Story of a Bradford Overhead Linesman £28.00

VERNON MORGAN
VM990 Brewer's Motor Services & Llynfi Motor Services £22.00

CARS & MOTORING

AUTO REVIEW PUBLICATIONS
MH198 Cars Produced in Latin America £5.95
MH196 Oldsmobile Album Inc Reo, Viking & Saturn £5.95
MH199 Plymouth Album £5.95
AR217 Red Bull £5.95

COMMERCIAL VEHICLES

AMBERLEY PUBLISHING
A0084 Fairground Lorries £15.99
A2197 Lorries in Britain- The 2000s £15.99

AUTO REVIEW PUBLICATIONS
MH200 Commercial Vehicle Album 2 £5.95

NON TRANSPORT

AMBERLEY PUBLISHING
A2643 Britain's Inland Road Bridges £15.99
A2069 Britain's Coastal Road Bridges £15.99
A162X Going Underground: The Black Country £15.99
A1883 Piers Of England And Wales £19.99

CAPITAL TRANSPORT PUBLISHING
CA491 London Overground Walks £9.95

OTHER TRANSPORT

AMBERLEY PUBLISHING
A2559 Fire-Fighting Vehicles In Preservation £15.99
A2327 Land Rover Forward Controls £15.99
A2105 Steam Rollers in Preservation £15.99
A1803 Steam Up! Traction Engines on Parade £15.99
A2016 Steam Wagons in Preservation £15.99
A2295 Thames Valley Emergency Service £15.99
A1871 The Story of the Campervan £15.99

AUTO REVIEW PUBLICATIONS
AR216 Ford in the USA part III: Trucks and Buses £5.95
AR215 Forgotten German Classics £5.95
AR218 The Showfolk £5.95

RAILWAYS

AMBERLEY PUBLISHING
A2539 A History of the Great Western Railway £11.99
A0384 Canton Depot £15.99
A2115 Class 314 EMUs in Scotland £15.99
A210X Class 37 Locomotives in Scotland £15.99
A2147 Crewe: The BR Blue Years £15.99
A1881 David Shepherd: Artist & his Railways £19.99
A2359 Devon Metro - County's Rlys Since 2011 £15.99
A2319 Early Railways of Scotland £15.99
A0319 EMD Locomotives £15.99
A2395 Euston to Birmingham: 1837 to Rail Blue £15.99
Great Railway Journeys
A2058 ...London Victoria to Brighton & South Coast £15.99
A1105 ... Flying Scotsman Route to Edinburgh £15.99
Joint Railways
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A1943 ...Midlands, Wales and the South West £15.99
A1847 Journey's End: Locomotives & Rolling Stock for Scrap in Great Britain £19.99
A0486 Line by Line: Cumbria £15.99
A2012 Locomotives In and Around Worksop £15.99
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