

MDS Books

For collectors and enthusiasts



2025 Book News

Dear Reader,

Welcome to our 2025 Book News. We've continued the changes to the format this time and we hope you like the clearer, larger layout.

From page 5 onwards you'll find details of lots of forthcoming titles on the yellow tagged pages from there to page 22. Titles published since Spring 2024 feature on the green tagged pages from 23 to 51. Older titles, still available are listed from 52 to 56. There is a selection of bargains on pages 57-60 and a DVD offer can be found on page 61. This is only part of our range, the full backlist can be found on our website www.mdsbooks.co.uk.

The latest titles from Venture publications are highlighted on the page opposite and we'll be announcing more shortly. Apologies for the delay in the release of the AEC Q volume, caused entirely by health challenges within Pikes Lane. It will appear in the Spring of 2025.

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 2024 and holiday closure dates can be found on page 63.

As so many of the rallies and events our sales team have attended over the years have fallen by the wayside recently we're not out and about quite so often now, but you can see the dates we do have booked in below and also on our website. We're also pleased to confirm that MDS Book Sales gift cards are now available to purchase online too – see page 62 for more information.

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.

See our Sales stand at:

Christmas Cracker, Museum of Transport Manchester 07/12/24

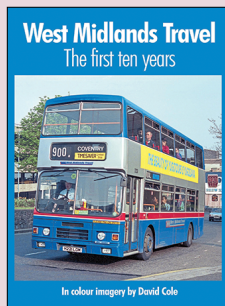
Christmas Cracker, Museum of Transport Manchester 08/12/24

Front cover

Great Yarmouth's Pennine bodied Reliance 82 (AEX 82B) is seen at Wellington Pier heading for the Pleasure Beach on service 6 from Cobholm. (*Transport Library: Geoffrey Morant*)

VPL79 West Midlands Travel - the First Ten Years

£23.00



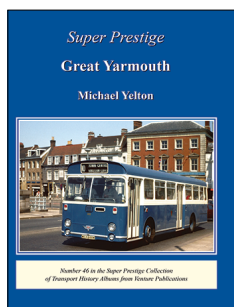
Following on from the acclaimed WMPTE - The County Years, (*see overleaf for details*) David Cole has turned his attention to the next ten years activity of the largest bus operator in the West Midlands. Adopting the name West Midlands Travel at deregulation, the new arms-length company added a significant number of new vehicles to those inherited from WMPTE, investment continuing until the company was sold to its employees in 1991. The focus then turned to refurbishment and consolidation prior to a merger with National Express in 1995 as an alternative to a stock market flotation. Branding changed from West Midlands Travel to WM Buses from 1994, the latter would be short-lived with the company preparing for a change to Travel West Midlands on the introduction of low floor buses almost exactly ten years on from deregulation. Nearly 200 colour images tell the story of the vehicles operated during the period and their ever evolving colour schemes, including those originating from some of the business' acquired and kept as subsidiaries.

NOW AVAILABLE

VPL67 Super Prestige 46 Great Yarmouth

£20.00

Dec

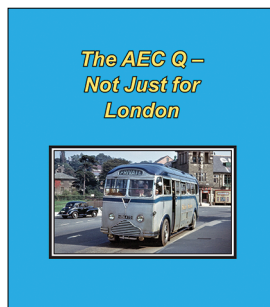


Municipal transport in Great Yarmouth was a feature of the town for many years, and this new book covers horse trams, electric trams, and then buses, continuing until the formation in 1986 of a limited company. Yarmouth had an unusual history with a number of strong-minded General Managers, including the idiosyncratic Geoffrey Hilditch, who pulled the purchasing policy in different directions. It also had to cope with the vast fluctuations between traffic in the summer and in the winter and had other peculiar features including special services during the herring season. Its fleet in later years was varied, until it was standardised on the AEC Swift, which proved much more successful here than in many places. The book has been thoroughly researched and has many photographs and also maps showing the development of the system, as usual with this author.

VP498 AEC Q - Not Just For London

£45.00

2025



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

Apologies for the long delay in the release of this title caused by various factors. We now expect to launch this book in April 2025

VPL38 Super Prestige 45 Swindon

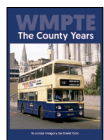
£20.00



Swindon is an obvious example of those operators which have never properly been covered. An account of the tram system was published some years ago, but virtually nothing has been written on the bus fleet. Whilst other municipalities were contracting, it continued to grow, a consequence of the expansionist policy being promoted by the Borough Council as they sought to turn a small and compact town, almost wholly dependent for employment on the Great Western railway workshops, into a much larger conurbation with a far wider economic base. Until well after the end of the Second World War, the urban area was very confined and the routes were generally short. There were also interesting features of the operation, particularly the need to employ single-deckers, which were for many years restricted in their capacity by the regulations relating to length, but were used on busy services which had to use two very low bridges, one of which, near the station, is still impassable to double-deckers

VP499 WMPTE The County Years

£23.00



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

VP497 Super Prestige 44 Chester

£20.00



Michael Yelton continues his exploration of municipal transport operations, this time moving north and just far enough east to leave Wales for Chester. This fascinating operation, begun as a privately owned tramway system in the 1800s, was taken over by the Council via compulsory purchase in 1902. In 1930 the trams were replaced by buses. The full story is covered here from the early trams up to the purchase of the operation by First Group in 2007. Packed with colour and black & white photographs, plus fleet lists and maps.

VP488 Portuguese Buses Volume 6 Private Bus Operators of Northern Portugal

£56.00



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

VP496 The Mayne Way

£22.00

VP494 Prestige Series No.43 Colwyn Bay

£10.00

VP495 Prestige Series No.44 Llandudno

£12.00

VP406 A Lifetime on the Buses

£20.00

VP486 Super Prestige 41 Observation Coaches and Half-Deckers

£20.00

VP485 Super Prestige 42 Aberdare

£16.00

VP492 Super Prestige 43 Merthyr Tydfil

£20.00

BUS & TROLLEYBUSES

AMBERLEY PUBLISHING

A1994 Arriva in Essex and Kent £15.99 Jan



Having inherited various fleets in Essex and Kent, Arriva serve a number of locations throughout these two counties. They also operate out of the former London Transport garage in Harlow and own the former municipal businesses of Colchester and Southend. This means that Arriva buses can be seen in a wide variety of locations in Essex, notably the Southend area, but also in Harlow, Chelmsford, Braintree and Colchester. They can also be found in large areas of Kent. This book includes photographs of Arriva buses throughout their areas of operation in Essex and Kent, since Arriva was formed out of the rebranding of The Cowie Group in the late 1990s. Arriva have a surprisingly varied fleet with a range of liveries on offer, including route branding, and some buses have worn commemorative heritage liveries.

A1843 Buses and Trams Around Leeds £15.99 Jan



The history of affordable public transport in the Yorkshire city of Leeds began in 1871, when horses began pulling trams around the city. Leeds Corporation purchased the network in 1893 and electrification followed soon afterwards. The system expanded, but finally ceased operations in 1959. Leeds was also an early pioneer of trolleybuses, with a route to Farnley Moor Top opening in 1911. Two further routes later opened, as feeders to the tram system, bringing Leeds City Tramways into Otley and Burley-in-Wharfedale.

Unlike nearby Bradford, the Leeds trolleybuses ceased running quite early, giving way to motorbuses in 1928. Since that year, motorbuses have served the city's streets and suburbs. Leeds City Transport continued to run a large fleet until becoming part of West Yorkshire PTE in 1974. Privatisation saw most of the services becoming part of Firstbus, the dominant operator in the city today. Over the years, there have been many other companies running buses into Leeds.

A1984 Buses in Essex in the 21st Century £15.99 Feb



Essex is a very varied county ranging from the urban areas in the south, such as Brentwood, Basildon and the huge Southend conurbation, to the less built up middle and north areas of the county, which themselves include interesting places such as Chelmsford, Maldon, Braintree, Halstead, Colchester and Harwich. The varied nature of Essex is reflected in the fascinating abundance of bus operators in the county, ranging from national operators such as Arriva and First, to growing regional companies such as

Stephensons and Hedingham and small independents such as Panther and the now defunct Regal Busways. This book covers almost every corner of Essex, ranging from Southend, Basildon and Brentwood in the south to Finchingfield, Halstead, Colchester and Harwich in the north via other busy locations such as Chelmsford, Maldon and Braintree.

A2266 Duple: After the Dominant £15.99 Dec



For seventy years, Duple were one of the two best known names in coachbuilding in Britain. Formed in Hornsey, London in 1919 before moving north to Blackpool, Duple grew to be one of the most popular suppliers of luxury coach bodies for the UK market. Decline in new vehicle sales in the late 1980s saw Duple's fortunes start to fade and the company closed its doors for the final time in 1989. This volume focuses on the Duple's work after the era of its popular Dominant bodywork.

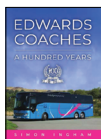
A1986 East Anglia Buses £15.99 Mar



This book covers the ever-changing bus scene in Norfolk, Suffolk and Northern Essex since 2016. Operators covered include First Essex, First Eastern Counties, Arriva Colchester, Ipswich Buses, and the Go Ahead Group, as well as independent operators such as Sanders and Panther. A wide variety of locations feature, such as Ipswich, Norwich, Dereham, Great Yarmouth, Colchester, Harwich, Clacton, and Braintree. Major operators in the areas operate surprisingly varied fleets, and there is also a range of liveries on offer in the area. Here,

David Moth looks at the area's contemporary bus fleets and how they have evolved in recent years.

A2357 Edwards Coaches A Hundred Years £15.99 Feb



In 2025, highly regarded Edwards Coaches will celebrate its 100-year anniversary. Based in Llantrisant, Edwards is a large employer and operates over 250 vehicles, ranging from local service buses to coaches for its own tour programme as well as home-to-school student transport, private hires and corporate and National Express contracts. This book captures some of the vehicles that Edwards have operated from its humble beginnings in 1925 to the present day. Photographs from the Edwards family archive are included, as well as those taken by valued clients, employees and enthusiasts. Together these images form a wonderful tribute to Wales' largest independent and family owned public-transport operator, the multi-award-winning Edwards Coaches.

A1845 European Coaches in Britain £15.99 Nov



Nowadays, the European coach market is dominated by a few manufacturers whose products are sold throughout the continent and beyond. It wasn't always like this. From the end of the Second World War until the late 1960s, virtually all buses and coaches bought by British operators were British made. Until the 1960s, it was rare for European coaches to enter Britain. However, the introduction of Roll-on, Roll-off car ferries changed all that, and later the opening of the Channel Tunnel offered another rail-based route from the Continent to Britain. Lavishly illustrated throughout, this book looks at European-owned tourist coaches visiting Britain from 1970s onwards; British and European-owned coaches on scheduled international services; and the early days of European chassis or bodywork with British operators.

A1885 National Bus Company 1972-1986 £15.99 Feb



Between 1972 and 1986 the roads of England and Wales were served by the country's own National Bus Company, carrying a corporate livery introduced to bring the thirty-six-or-so companies together and help the public see it owned its bus services. At the time it was the largest bus company in the world, and much interested existed in its vehicle fleets, along with the changes to operating areas and fleet amalgamations. In the 1970s most towns had a bus station and garage, and the constituent companies still retained much individuality even if the buses were painted in a similar fashion. Information was not as readily available as today, so there was plenty of interest to be discovered. In this book we take a look back to a time when variety was the norm; Red or Green (and occasionally Blue) buses connected communities across the country from Cornwall to Kent, Hampshire to Northumberland and most places in-between.

A2014 South Wales and West Wales Buses in the Early 1960s £15.99 Dec



Philip Wallis visited South and West Wales several times with his camera between 1961 and 1963 and captured on film a great variety of bus operators in that part of the country. Civic pride was strong and no less than seven municipal undertakings ran bus services in the coal-mining valleys of Glamorganshire and Monmouthshire, while capital city Cardiff and port town Newport each had their own large Corporation Transport Departments - with Cardiff maintaining the only Welsh trolleybus network at that time. Six British Electric Traction group companies operated in the area with fleet sizes ranging from the 34 vehicles of Neath & Cardiff Luxury Coaches to 674 buses and coaches with Western Welsh. British Transport Commission-controlled Red & White and United Welsh were significant in parts of the territory, adding variety by still running AEC, Albion, Guy and Leyland buses before sale to the BTC led to standardisation on Bristol buses.

A1899 The Rise and Fall of CT Plus Yorkshire £15.99 Nov



Initially operating on contract work, CT Plus Yorkshire had a huge impact during its last decade of significant expansion before closure in summer 2022. From its core network of school and accessible transport work, the company was responsible for keeping the region moving by filling the void of other bus companies, with the main focus of community transport at core. This allowed many local communities to continue to be connected even when profits were not in their favour. This book takes a behind the scenes look at the main point of expansion for this operator, reminisces over its major growth, and looks at what went wrong and how gaps were filled when the operation closed.

BUS & COACH RESEARCH GROUP

BCR03 Fleet Histories Aberdeenshire Buses

£18.00

Nov



In the last ten years, much has been learned about Aberdeenshire's fascinating bus operators. Thanks to the digitisation of more Scottish newspapers and the availability of Aberdeen licensing records, a lot of new information on Aberdeenshire (historic Aberdeenshire and Kincardineshire) transport history has become available and it has become clear that 19th century bus operations were much more extensive than previously thought. New research undertaken by transport historian Dr Mike Mitchell adds to and corrects the history of Aberdeenshire operators in PSV Circle publication SAD1 he developed with Richard Gadsby and Ian Souter. This new book based on original research is illustrated by many new photographs, most of them in col-our, and is a wonderful evocation of a bygone era when you could literally "take a bus anywhere"

BCR02 Fleet Histories Ayrshire

£18.00

Nov



Ayrshire was the holiday destination for many Glaswegians as well as having a considerable mining and manufacturing base. Stage coaches were supplanted by railways and then by buses, with two of the major towns running their own municipal tramway systems. By the late 1930s, many of the small local operators, as well as the two Corporations, had sold their operations to the SMT Group. Uniquely for this volume, the many new licensed operators who started up after the war to 1959 with their subsequent histories are included, together with extensive information on early transport in the County. Produced in the recognised fleet history format in this concluding part of the histories of Scottish bus operators, transport historians Richard Gadsby and Mike Mitchell tell the stories behind the operations in detail and using the latest information available from digitized records and private archives. The book is illustrated with wonderful period pictures of the area.

CAPITAL TRANSPORT PUBLISHING

CA488 The RTW Class

£19.95

Nov



The story told in this book starts at a time when London Transport's wish to use wider buses was subject to the approval of the Traffic Commissioners and the Metropolitan and City police forces. First successfully operated on suburban routes from mid-1949, the following year moves towards bringing RTWs into central London began with a series of three width trials. These trials showed no major problems with their operation along busy and sometimes narrow streets, leading to most of the 500-strong fleet moving on to routes through the centre. These 8-footers then became a familiar sight in central London during the 1950s and first half of the 1960s.

DEREK SIMPSON

DD544 Dundee's Buses - London Calling

£24.99

Oct



The history of buses being moved between Dundee and London dates back to 1940. Derek Simpson has documented these transfers between the two cities with over 150 photographs covering Dundee Corporation, Strathguy Scottish and their successors together with A&C McLennan who also played a part in this story covering the last 84 years.

EDINBURGH HERITAGE BUSES

EHB01 Lothian Enviro400XLB

£22.50

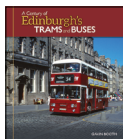
Nov



In November 2018 Alexander Dennis unveiled the Enviro400XLB, a 13.4m long double-decker based on a Volvo B8L three-axle chassis. The XLB had been developed in partnership with Lothian Buses which purchased 78 examples. This book, prepared with the support of Lothian Buses describes and Alexander Dennis describes the development process and launch of what became an impressive fleet of high capacity buses for Edinburgh. Each Lothian XLB is shown, providing a snapshot of the city and the company's network during the period 2019-24.

FAWNOON BOOKS

FB316 A Century of Edinburgh's Trams and Buses **£40.00** Nov



The fascinating story of municipal trams and buses in Edinburgh from corporation cable cars and early buses in 1919 through the electric tram era to Lothian Buses and Edinburgh Trams a century later. Lavishly illustrated with over 250 photographs as well as maps and drawings and tram and bus fleet details.

GVVT

GVVT6 Glasgow Buses Through the Lens of Iain MacGregor **£16.95** Jan

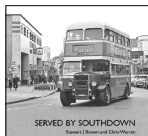


The late chairman of Glasgow Vintage Vehicle Trust (GVVT) Iain MacGregor's photography of Glasgow Corporation and Greater Glasgow PTE buses between 1960 and 1979 is drawn upon for this picture album. He worked in colour when many were still using black & white and his early photographs include unique or rare views of some vehicle types in the full majesty of the liveries they wore.

Glasgow was simplifying its livery then for spray painting, experimenting with or exhausting stocks of shades of yellow or orange, and partially repainting buses in combinations of old and new. Motorbuses also were replacing trams and trolleybuses, and the older Albion Venturers and Daimler CVD6s were being replaced by Leyland Atlanteans, joined in the 1970s by Ailsas and Metropolitans. There also were visits from manufacturers' demonstrators and the passing appearances of Atlanteans in overall advertising liveries. This selection, one per landscape page, captures all this against the background of an also changing city.

HEATHFIELD PUBLISHING

CA358 Served by Southdown **£35.00** Oct



In 2020, Capital Transport arranged the scanning of over 500 Southdown bus negatives of Peter Mitchell taken in the 1950s and 1960s. The best of these form the bulk of the images in this beautiful volume produced for Heathfield Publishing. Combined with some of Eric Surfleet's stunning images from the collection of the Southdown Enthusiasts Club and detailed captions from Stewart J Brown and Chris Warren, this book evokes a time when Southdown was probably at its peak – both in terms of its

buses and its services. The book follows a geographical pattern from west to east and shows the large and varied area that was Served by Southdown.

TROLLEYBOOKS

TB534 London Trolleybus Operation Volume 1 **£45.00** Oct

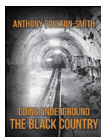


This meticulously researched, rigorously compiled and definitively encyclopaedic two volume work, aims to be the only book you need to know everything about the London network, including exactly where and when every street that was wired was wired as it was. Volume 1 is A4 hardback, 312 pages with 230 illustrations and over 350 maps and 250 diagrams.

NON TRANSPORT

AMBERLEY PUBLISHING

A162X Going Underground: The Black Country **£15.99** Nov



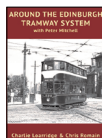
In this book local historian Anthony Poulton-Smith takes readers on a tour of the Black Country underground, exploring natural and man-made caves, potholes, canal and railway tunnels, mines, hidden routes and cellars with a story to tell, passageways from houses, churches, hotels and pubs, former nuclear bunkers and old air-raid shelters. The stories include the bizarre and sad and this fascinating portrait of the Black Country underground will interest all those who know the area.

TRAMS & LIGHT RAIL

ADAM GORDON

AG439 Around The Edinburgh Tramway System
with Peter Mitchell

£30.00 Oct

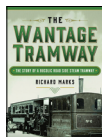


The late Peter Mitchell visited Edinburgh in June 1951 when the system was almost intact and again in July 1955 when 13 of the original routes were still running. Peter took over 240 high quality photographs, all but two of which are included in this book. The location, date and time of every image was recorded. He covered all of the routes and photographed almost every type of car. Edinburgh Corporation experimental tram 180 was at the forefront of British modern tramcar development and photographs of it and most of the subsequent experimental cars by various manufacturers are included. A fold-out map by John Gillham is also included. The format is similar to the book on Glasgow, but with the addition of a map of each route. The photographs not only record the trams in various settings but give an insight into the people of the city, their fashions, the shops, vehicles and other features of that time. The soot-stained buildings also convey the mood of those days.

PEN & SWORD

PS834 The Wantage Tramway

£29.99 Nov



The Wantage Tramway, part tramway, part light railway, had many claims to fame. It was Britain's first tramway to use steam traction and had a fascinating and eclectic collection of locomotives and rolling stock throughout its life which gave the company a look all of its own. The unique company had its origins in the nineteenth century when the Great Western Railway's route to Bristol bypassed Wantage and local people gathered together to form a company to build a link to the local main line. The company was an important addition to

Wantage's transport network although not everyone agreed! This new history of the company explores how the company was formed, tells the stories of some of the people who worked for the tramway, and its working relationship with the Great Western Railway. It looks at the tramway's eclectic rolling stock, its operations and the company's relationship with its customers. It also reveals the true reasons for its closure in 1946 and its relationship with the United States Army.

ROBERT SCHWANDL PUBLISHING

MET76 Tram Atlas Central Europe 2nd Edition

£25.00 Oct



Detailed network maps of all trams in Poland, the Czech Republic, Slovakia and Hungary. The book offers a detailed, coloured network plan of all East Central European tram companies with stops, single-track sections, turning loops, other railway lines, etc. The key data for each company is provided in table form, such as route length, track width, vehicle types, population, operator. The three subways in the region are also included. There are also numerous photos of current vehicles for each city.

UNIQUE PUBLISHING SERVICES LTD

UQE19 The London HR/2s

£11.99 Oct

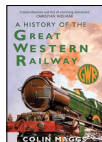


In the late 1920s, the London County Council was looking to the future of its tramway network. Many of its existing trams were elderly and small and at the same time the economics of running the system were becoming increasingly difficult. However, the two main issues faced could be solved by the acquisition of new and larger trams. These had the advantage that an increased number of passengers could be carried whilst running a less frequent service. Following on from his book on the 'E/3s', the author now examines the story of the 109-strong 'HR/2' class, exploring their history from the completion of the two prototype cars in 1927 through to their final operation at the end of the conversion programme on 5 July 1952. Incorporating some 60 images, the book illustrates the evolution of the class from its introduction in 1930 and the routes over which they operated for almost a quarter of a century.

RAILWAYS

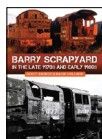
AMBERLEY PUBLISHING

A2539 A History of the Great Western Railway £11.99 Jan



The story of the most iconic railway company of the great age of steam. The initials 'GWR' conjure an evocative picture of a Brunswick green locomotive hauling tea-and-cream-coloured coaches through a verdant West Country landscape. However, the GWR was not just engines and trains. In this comprehensive history, Colin Maggs, one of the country's foremost railway historians, tells of other, perhaps less well-known aspects of the company's history: its construction and expansion; the activities of its publicity department; and its sea, air and road services. It was a caring, cradle-to-the-grave employer and at Swindon even provided a hospital, school, baths and recreational facilities. These and other fascinating aspects of the company are all revealed in this accessible book, illustrated with over 100 photographs and period posters, many in colour.

A1660 Barry Scrapyard in the Late 1970s and Early 1980s £15.99 Jan



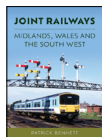
Growing up in north-west London in the 1950s and living alongside a busy freight line, the seed for steam fascination was firmly planted in a young Geoff's head. Later in life he was able to visit Barry Scrapyard and recorded the locos seen over a seven-year period from 1977 to 1983. He then went back in the early 1990s to photograph every last remaining locomotive. Those holiday stop-offs at that famous scrapyard created a photographic record of a unique place, now long-gone.

A2115 Class 314 EMUs in Scotland £15.99 Dec



These units were used by British Rail with the reopening of the Argyle Line, which ran under Glasgow Central high-level station. These services commenced from November 1979. The 314s initially worked the Argyle Line between Motherwell and Dalmuir. They were also gradually deployed from 1980 on the rest of the North Glasgow electric system and were initially allocated to Hyndland Depot. They offered faster acceleration over the old 'Blue Trains' and were popular with both the public and traincrews. From 2001 they were redeployed to the Glasgow South electric system and worked services between Glasgow Central and Gourock, Wemyss Bay, Neilston, Newton and the Cathcart Circles. In later years they also made occasional appearances to Ayr, Ardrossan and Largs. They finally finished in service in December 2019. One set has survived into preservation and is based at the Scottish Railway Preservation Society at Boness. This selection of images celebrates the history of these long-serving electric multiple units.

A1943 Joint Railways: Midlands, Wales and the South West £15.99 Nov



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

A1847 Journey's End: Locomotives and Rolling Stock for Scrap in Great Britain £19.99 Nov



The storage and ultimate disposal of redundant or worn-out railway locomotives and rolling stock is a much overlooked subject but is most certainly an important aspect of railway history, deserving documentation and photographic attention. Subjects covered here include locomotives and rolling stock that had already been taken out of regular service, either present at motive power depots awaiting movement for disposal, abandoned at industrial installations, or simply languishing in sidings or yards, sometimes apparently forgotten about with nature gradually taking its course. Scenes of cutting up and disposal operations also feature. Partly dismembered hulks of locomotives can be seen, as well as rolling stock and multiple units awaiting burning and subsequent asbestos removal. Packed with illustrations and commentary, Journey's End is a fitting coda to Gordon Edgar's popular regional Industrial Locomotives & Railways series. This first volume focuses on rolling stock and locomotives in Great Britain.

A1763 Last Days Of Second Generation Emus On The Main Line £15.99 Feb



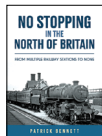
Progress is inevitable on Britain's rail network, as older trains and locomotives are removed from service and either transferred, stored, or scrapped. As passenger numbers grow, there is a constant need to renew and refresh stock. With images captured across the network, in many locations and a variety of liveries, Adam Head celebrates the final years of second generation EMUs as they were phased out of main line operation.

A1781 March Traction Depot £15.99 Nov



March is a small market town in the fens, about thirty miles from Cambridge. The arrival of the railways transformed March and reached their peak during the Second World War, when March could lay claim to having the largest and most modern marshalling yard in Europe. With such a busy yard locomotive maintenance was a necessity, and March boasted two steam sheds at its height. This book concentrates on the diesel depot constructed to maintain the new locomotives introduced under the 1955 modernisation plan. It stood from 1963 to 1996 and has not received the recognition it deserves in the history of the railway at March. This book goes some way to filling that gap.

A1513 No Stopping in the North of Britain: From Multiple Railway Stations to None £15.99 Oct



During the railway mania of the nineteenth century many places gained more than one station, and not just in the big cities. Many small settlements ended up with two or even three stations. This was almost always as the result of competition between the railway companies, anxious to secure more business for themselves, though there were exceptions. As the railway network continued to grow and develop, many of these locations ended up with no stations at all. This is the lavishly illustrated story of these unfortunate places in the southern part of Britain that were once so well provided and are now bereft.

A1970 Preserved Steam on the West Highland Railway £19.99 Nov



The railway from Glasgow to Fort William and Mallaig passes through a superb variety of scenery from the shores of the Firth of Clyde, past lochs and mountains, and across the desolate moor of Rannoch before descending to Glen Spean and approaching Fort William from the north. A reversal is needed to continue to Mallaig, crossing the spectacular Glenfinnan Viaduct to reach the fishing port on the west coast. Although diesel traction predominately took over in the early 1960s, a limited steam service was introduced in 1984. This book contains a stunning collection of images celebrating the power of steam in this exquisite setting.

A1783 Railways Around the Fens £15.99 Nov



Occupying an area of around 1,500 square miles of Eastern England, the Fens are notorious flatlands lying very close to sea level. Extending across much of Cambridgeshire, Norfolk and Lincolnshire, they offer a rare chance to see Britain's railways in action against one of the most attractive rural backdrops England has to offer. In this publication we take an in-depth pictorial look at what the railways of the Fens have to offer today. Various passenger train operators provide vital links serving local communities, while over longer distances ones passengers can reach London and beyond. Most UK freight operators also cross the Fens, with the major port of Felixstowe ensuring a constant procession of container trains through the area. The Fens' attraction is in its rural setting, where today's modern railway sits alongside relics of a bygone age, including manually operated level crossings and semaphore signals.

A2183 Railways Around the Potteries £15.99 Oct



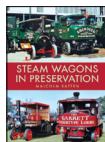
Freight has always paid its part with the local collieries supplying coal to the power stations and the Shelton Iron & Steel works receiving and dispatching finished products. The local pottery industry also received China clay by rail. Passenger trains were found in the form of local trains to Derby and Crewe and expresses to London, Manchester and the Midlands and West Country, supplemented at holiday times by specials to Blackpool and North Wales. In the last few decades, the freight traffic has declined but with the new Land

Recovery site at Pinnox Sidings and the electromotive locomotive repair works at the former Railfreight depot at Longport the variety has recently increased again. Privatisation has brought a multitude of different liveries to the local rail scene too. This book takes a look at the changes in the area over the last forty years.

A2016 Steam Wagons in Preservation

£15.99

Oct



The Steam lorry (or wagon, as it is more commonly known) developed alongside the internal combustion engine truck. Its heyday was between 1900 and the early 1930s, but there could be only one winner and, by the mid-1930s with the adoption of the more efficient diesel engine and with punitive legislation, the end was in sight for steam. There had been two main manufacturers of steam wagons and eventually both turned to diesel. Other makers had already switched or fallen by the wayside. By 1960 the commercial life of these wagons had almost come to an end, but hundreds have survived into preservation to tell their story.

A1397 Traditional Signalling on British Railways

£15.99

Jan



Signalling on British Railways underwent massive changes from Nationalisation in 1948 to privatisation in the 1990s, but throughout this period much of the network's infrastructure dated from the era of the Big Four and the pre-Grouping companies. In this book author Robert Hendry presents a photographic portrait of the variety of traditional signalling in use in the BR era, from the pre-Grouping infrastructure and mechanical signalling up to BR-built signalboxes prior to the conversion to colour-light signalling. The reader is also introduced to the principles of signalling operation.

CAPITAL TRANSPORT PUBLISHING

CA474 The Spread of London's Underground - Fourth Edition

£9.95

Nov



The London Underground map is known by people over the world. This book uses a version of it to show the growth of the system, decade by decade, since its first part was opened between Paddington and Farringdon Street in 1863. The maps are accompanied by brief histories of the development of the lines and specially selected illustrations.

CA493 Steam Around Scotland

£19.95

Oct



Mountainous terrain and far-flung population centres tended to constrain the development of railways in Scotland and only the central industrial belt between Edinburgh and Glasgow has a dense network of lines. Scotland has, however, some of the most breathtaking scenery in the United Kingdom and the routes through the Highlands, in particular, offered countless opportunities for railway photographers. They had to contend with notoriously unpredictable weather conditions but when the rain cleared and the mist lifted a spectacular landscape of unparalleled natural beauty was revealed. Scotland may not have had the complex network of lines that characterised some areas south of the border but its epic routes were more than adequate compensation, as this new album shows.

CRECY

CR319 abc British Railways Locomotives 1966 Combined Volume

£13.50

Oct



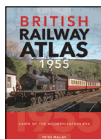
This is a reissue of abc British Railways Locomotives Combined Volume 1966. The Combined Volumes were in effect two books in one, abc British Railways Locomotives and the Locoshed Book. The abc lists all the locomotives and multiple units which were in service at that time, and the Locoshed book shows where they were allocated at the time the listings were compiled. By the time this abc appeared, steam was in full retreat across the country and had already officially ended on the Western Region on 31st December of the previous year. However, many steam locomotives were still on BR's the books in the other five regions and hundreds of new diesel and electric locos and multiple units were being delivered to ensure the final elimination of steam traction would occur in 1968. This mix of traction makes the year covered in this volume a particularly interesting one.

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.

CR321 British Railway Atlas 1955

£20.00

Oct



This is a revised and expanded edition of the original Ian Allan publication with a bigger page size, making it easier to use. It also includes a new 32-page photo section showing aspects of the railway scene in 1955. This volume covers the network as at 1 January 1955, the dawn of the modernisation era. Different colours identify the lines of each of the six regions, with passenger and freight-only lines being further highlighted. In addition, there is a useful index of station names. This atlas thus provides a fascinating snapshot of the extent of British railways in the period immediately prior to Beeching's cuts of the early 1960s. Comprehensive and detailed, it is a testament to the remarkable breadth and depth of the network post-Nationalisation, much of which was soon to be erased, and is an invaluable reference source for all railway enthusiasts and historian

CR322 British Railways Steam Locomotives 1948-68 Vol 1:

Designs inherited from the GWR and LNER

£35.00

Nov



When originally published, this record of every steam locomotive operated by British Railways from nationalisation until the end of steam on the network in 1968 provided a detailed and accurate source of reference on this important subject. In this new edition the books' many photographs have been given more space on the page and the use of enlarged and enhanced drawings, greatly increased the size of the work. Thus, it was decided to produce two volumes of roughly similar size. This first one focuses on the Great Western and LNER locomotives which became part of BR stock in 1948. A second book will cover Southern and LMS locos and the Standard classes introduced by BR. The entry for each class provides essential information including the size of cylinders and driving wheels, boiler pressure, weight, the type of valve gear used, the year the type was introduced and its tractive effort. Also includes place and date of construction, withdrawal and scrapping together with any renumberings during the BR era.

CR295 Southern Way Special Issue 20 -

Isle of Wight Railways in the 1950s

£16.95

Nov



In this book, the author provides an overview of the Isle of Wight's railways during the 1950s. Were the closures inevitable and what were the arguments for and against? This fascinating survey of the Isle of Wight's railways in their post war heyday contains around 130 photographs, many of them previously unpublished.

CR314 Speedlink 2

£25.00

Oct



Speedlink was launched in 1977 as an attempt to arrest the decline in British Rail's wagonload freight business. One of the things that distinguished Speedlink workings from almost all of the freight services that had preceded them was that all the wagons used were air braked. At its peak in the mid-1980s, it carried over 8 million tonnes annually. Despite this, Speedlink was never profitable, and in the run up to railway privatisation the service was abandoned in 1991. This second of four volumes looks at the types on order in 1977 and delivered subsequently. It covers existing stock either fully or partially converted to be compatible on these services and include their former identities. Full coverage of each type is given, particularly livery changes and conversions where appropriate. Among the wagon types included are; 100T Bogie Steel Carriers, 80T Bogie Plate, 49T Borail, Flatrol Nuclear Flask, 32.5T Hopper Coal, 31T Open Goods, 12T Pipe, 31T Plate, 45T Vanfit and 14T Van (Ammunition).

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.

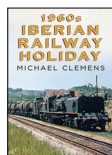
Please get your orders in early to avoid any disappointment this Christmas.

FONTHILL MEDIA

F5894 1960s Iberian Railway Holiday

£18.00

Feb



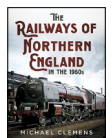
Michael Clemens' holidays with his parents in the 1950s and 1960s were as much, if not more, about railways than normal holiday pursuits; however, with the decline of British steam by the mid-1960s, thoughts turned to further afield. From 1965 until 1969, family summer holidays became two weeks in either Spain or Portugal: 1965 Sitges, about 25 miles to the south of Barcelona, Spain; 1966 Benidorm, about 30 miles to the north of Alicante, Spain; 1967 and 1968 Ofir, about 30 miles to the north of Oporto, Northern Portugal; and 1969 Tarragona, about 60 miles to the south of Barcelona, Spain. 1960s

Iberian Railway Holiday explores Iberian broad- and narrow-gauge railways with an emphasis on steam, but diesel and electric power are also covered plus trams and trolleybuses. All photographs were taken by the author and his late father. A captivating time capsule from over fifty years ago from the private collection of an internationally renowned authority on steam locomotives.

F5911 The Railways of Northern England in the 1960s

£20.00

Feb



This book covers the area from Crewe and Doncaster up to the Scottish border. Specific locations include Birkenhead, Liverpool (Edge Hill), Warrington, Northwich, Manchester (Gorton), Preston, Southport, Morecambe, Isle of Man, Oxenholme, Shap, Whitehaven, Workington, and Carlisle. The Stainmore route over the Pennines is visited with photographs at Barnard Castle, Barras, Belah and Deepdale Viaducts, Bowes, Kirkby Stephen, and Penrith. The Sheffield tram system is seen in 1960, then Wakefield and Leeds, before time is spent at

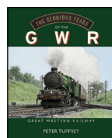
York. We continue via Market Weighton, Bridlington, Filey, Scarborough, Malton, Kirbymoorside, Tadcaster, Alne, Thirsk, Melmerby, and Northallerton. An early morning visit is made to the Catterick Military Railway, then Darlington, Sunderland, Tyne Dock, Gateshead, and Newcastle to conclude at Tweedmouth and Coldstream. Industrial sites are also visited and include Bickershaw, Corkickle Brake, South Kirkby, Peckfield, Seaham, Doxfords, the Bowes Railway, and the Harton Railway.

GREAT NORTHERN BOOKS

GN774 Glorious Years of the GWR

£27.50

Oct



This book looks at the early days of the Broad Gauge to the conversion to Standard Gauge and the post-Grouping period using over 230 black-and-white images. Split into several sections, the book presents locomotives, carriages, buses and road vehicles and stations, sheds and workshops, as well as lineside view, spanning South West England, the West Midlands and most of Wales. A number of the various locomotive classes built over the years are featured, including: Daniel Gooch's Iron Duke Class singles; constituent Broad

Gauge locomotives; William Dean's singles and 4-4-0s; Joseph and George Armstrong's classes; Churchward's pioneering designs; Collett's recognisable 4-6-0s, etc. The GWR was operational for 110 years and during that time the company's officers and employees were able to create a lasting legacy of hard work, achievement and innovation.

GN775 LNER K Class 2-6-0s From GNR to BR

£30.00

Oct

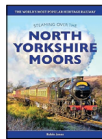


Sir Nigel Gresley produced 85 2-6-0 locomotives for the Great Northern Railway, he built a further 189 for the London & North Eastern Railway, whilst his successors constructed 70 engines. These 344 LNER K Class 2-6-0s were a mainstay of secondary passenger and goods services along the East Coast Main Line from 1912 to the end of steam in the 1960s, whilst finding new areas of operation after Grouping. The K4 Class also took a specialised role on the West Highland Railway in Scotland. Over 160 excellent colour and black-and-

white photos illustrate the development of the type from introduction to their final days under British Railways. The engines are pictured at a number of locations, such as stations, sheds, from the lineside, as well as workshops. Only one LNER K Class 2-6-0 has been preserved and is currently out of service. This collection provides a welcome reminder of the importance of the LNER K Classes over a remarkable period in the history of the steam locomotive.

GRESLEY BOOKS

GB864 Steaming Over the North Yorkshire Moors £16.99 Jan



Steaming Over the North Yorkshire Moors is the story of the North Yorkshire Moors Railway, a pinnacle of the rail preservation movement. Author Robin Jones, editor of Heritage Railway magazine, tells the story of how the line began in 1836 as Rocket inventor George Stephenson's Whitby & Pickering Railway, its conversion to a steam railway and its years under the London & North Eastern Railway and British Railways before its closure by Dr Beeching, with the accompanying protests. The line would later be saved by volunteers and reopened step by step. Eventually, in a ground-breaking move, services were extended back over the main line to Whitby. Today the line regularly receives upwards of 350,000 visitors a year from across the UK, and indeed the world. This book features the story of the line's locomotives, the flagship being A4 streamlined Pacific No. 60007 Sir Nigel Gresley, which is the British post-war steam speed record holder.

LIGHTMOOR PRESS

BDL42 London Midland Region Album £25.00 Nov



Peter Baughan worked in the Parliamentary Department of the Chief Civil Engineer, London Midland Region of BR, at Euston from 1960. Starting at Euston, this photographic journey around the former LMR of British Railways takes us up to the Midlands and then on to the North East, the North West and finally across North Wales to finish at Holyhead. On the way, the pictures of Stephenson's Britannia Tubular Bridge over the Menai Strait were taken just days before it was destroyed by fire. The photographs document the huge transition in the rail industry through the 1960s and '70s, as the post-war modernisation programme began to take effect alongside the rationalisation of the network. Many of the stations depicted have gone, whilst those that have survived are mostly shadows of their former selves. The sweeping away of so much railway architecture was distressing, a fact emphasised by this photographic selection, the majority of which have never been published before.

MIDDLETON PRESS

M5690 Heritage Railways - Bluebell Railway - Including The New Beachy Head Loco £21.95 Oct



Take a scenic journey on this heritage railway through the delightful Sussex Weald on the edge of Ashdown Forest. The Bluebell Railway was the very first standard gauge former British Railways line to re-open privately in the UK, opening in 1960 and named after the spring flowers to be found in abundance at the lineside. The original five-mile route from Sheffield Park to Horsted Keynes was extended in sections from 1988 to 2013 and now runs for 11 miles to the market town of East Grinstead and linking with the national network.

Another significant milestone includes the initial steaming and running of the newly-constructed replica LBSCR Atlantic Beachy Head in July 2024. The railway boasts one of the finest collections of vintage steam locomotives and carriages, many of which were preserved straight out of service from BR. This album, which includes a mixture of colour and black-and-white images, illustrates the line's great appeal to enthusiasts and visitors alike.

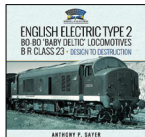
M5689 Settle to Carlisle - Including The Branch Lines to Hawes £19.95 Dec



Renowned railway writer, OS Nock, described the Settle and Carlisle as 'Britain's Most Spectacular Main Line'. The 73 mile (115km) line runs through remote areas of the Yorkshire Dales and North Pennines boasting no less than 14 tunnels and 22 viaducts either up the Long Drag or down the Eden Valley to Carlisle. The spectacular and often very bleak landscapes along with masterpieces of railway engineering, including the iconic Ribbleshead viaduct, are captured in stunning photographs many in colour throughout this album, where trains are often dwarfed by their surroundings.

PEN & SWORD

P5845 English Electric Type 2 Bo-Bo 'Baby Deltic' Locos **£35.00** Jan



This book looks at the history of the Class 23s, covering their introduction, technical idiosyncrasies, appearance design and performance. Issues with the original 'Deltic' engines were ultimately dealt with via a major rehabilitation exercise during the 1963-65 period; whilst various re-engining options were considered, including a new 'U' series English Electric high-speed engine design, the original Napier engines were ultimately retained. The work involved in the whole rehabilitation process is

discussed in detail using internal English Electric archive material and forms a central focus of research. The fleet survived intact until 1968, when withdrawal commenced as a direct result of declining traffic levels across the UK. All ten locomotives were withdrawn by March 1971. Individual locomotive histories, allocations, fire and accident incidents, liveries and detail differences, storage and disposals are provided for each locomotive.

P0358 Great Eastern Railway - From the Grouping to the Elizabeth Line 1923-2023 **£29.99** Nov



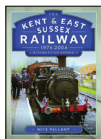
This book covers the years 1923 to 2023 describes how the Great Eastern Section of the London and North Eastern Railway was transformed from being something of a backwater during the inter war years to being very much at the forefront of modernisation under British Railways. Within the book will be found how the Great Eastern Section coped with the threat of road competition during the inter war years, its involvement in the Second World War and how under British Railways it came to be seen the epitome of modernisation beginning with the arrival of the arrival of the Britannia Class locomotives in 1951 and culminating the complete elimination of steam power in the East of England at the end of 1963. The book describes the impact of the Beeching Report on the former Great Eastern. It chronicles the progress of the Section's through the electrification of its two main lines and the construction and opening of the Elizabeth Line. Preservation is also mentioned as are possible future developments.

P0666 GT3 The Unrealised Dream - The Story of Britain's Last Gas Turbine Locomotive **£30.00** Jan



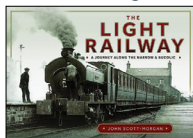
During the 1930s, with the end of steam locomotion being actively considered, many looked to develop engines powered by diesel and electricity. During the late 1940s and 1950s designers stepped up their efforts to find efficient and effective alternatives to steam. Amongst their number was John Hughes who, whilst working for English Electric designing turbine engines, saw how this power source might be used to drive locomotives. Despite many setbacks, and lack of funds, he refused to give up and eventually saw his locomotive, GT3, built and then begin a prolonged period of trial running. But having finally achieved this ambition, the powers that be decided that the experiment had gone far enough and would go no further. This is a 'what might have been story' which, although ultimately unsuccessful, tells us much about the nature of design engineering and the need for determined, radical thinkers who are prepared to push back scientific boundaries.

P0222 Kent & East Sussex Railway, 1974-2004 **£30.00** Jan



This new account covers the story over the thirty years since the partial reopening of K&ESR in 1974. The first 12 chapters mainly rely on secondary sources, particularly the K&ESR's house journal, the Tenterden Terrier. Later chapters describe the years after the author returned as a volunteer following over two decades as an 'armchair' member and includes his subsequent experiences as a K&ESR employee and Company Secretary. The key points in the story are the extensions to the line which followed the reopening of a short section in 1974. There is also coverage of the scheme to rebuild the 'lost' section between Bodiam and the national network at Robertsbridge. The growth of passenger traffic is detailed along with all the problems and achievements encountered along the way. Having begun by briefly recalling the K&ESR's history prior to 1974, the book puts matters into further perspective by concluding with a summary of the major events from 2004 to the third decade of the 21st century.

P0661 Light Railway - A Journey along the Narrow & Bucolic £25.00 Jan



The light Railways Act 1896 marked the final phase in the development of the traditional railway in Britain, being designed to open up rural areas of Britain that had been bypassed by the larger railway companies. The promoting and construction of light railways allowed many parts of Britain and Ireland, to have an outlet to the outside world and major cities, which previously they had not enjoyed. The Light Railway is not designed to be a definitive history, but a pictorial tribute to the brave attempt to develop a rural network of lines to serve some of the areas of the British Isles and Ireland that had sadly been neglected by the large main line companies throughout the initial and later railway development period from 1825 to 1896. This volume looks at the railways themselves, motive power and infrastructure that made up these small but important lines, promoted by our Victorian and Edwardian ancestors.

P3684 London & North Eastern Railway 4-4-0 Tender Locos - £35.00 Jan
N Eastern, N British, Great North of Scotland, LNER



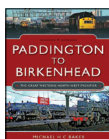
This second volume on the LNER 4-4-0 locomotives describes the design, construction, history, operation and performance of the North Eastern, North British, Great North of Scotland and Gresley LNER built examples, classified by the LNER at the Grouping as classes, D17 - D24, D25 - D36, D38 - D48 and D49 respectively. It covers from their emergence in the late nineteenth century to their demise in the mid or late 1950s and early 1960s with their performance at their peak operation times, mainly in the inter-war years of LNER ownership.

P8387 Miniature Passenger Hauling Railways £30.00 Jan



This is the first proper book designed to instruct you in how to plan, design and construct a miniature passenger carrying railway. Author Paul Carpenter has spent many years in the model engineering world, constructing locomotives and complete railways. This is the culmination of many years of knowledge and experience in this fascinating field of engineering. He spent many years working as an engineer for London Underground at a senior level and has also helped plan projects for heritage lines. The work is full of engineering advice and profusely illustrated covering most aspects of the subject, with drawings, photographs and technical data.

P8786 Paddington to Birkenhead £25.00 Jan



People today often forget that the Great Western Railway once operated a train service from Paddington to Birkenhead, linking the capital with Liverpool. The services on this once important main line operated from the middle of the nineteenth century until 1967, when Birkenhead Woodside finally closed. Michael Baker has produced a book covering the history of this once much used service, from the early period until its demise in the mind 1960s. Well-illustrated with both colour and black & white images depicting the once rich mixture of traffic to be found on this interesting historic railway.

P5888 Rails South West From Birmingham in the Late £25.00 Oct
20th Century, 1972-2000



Take a photographic journey along the railway lines to the southwest and south of Birmingham. Starting at Birmingham's main stations, New Street and Snow Hill in the centre of the city, you can travel from the West Midlands through the urban, industrial, and rural landscapes of the counties of Gloucestershire, Herefordshire, Warwickshire and Worcestershire, visiting the branch lines and the various heritage railways and railway centres along the way. As well as the diesel locomotives and railcars that are illustrated in most of the photographs, various steam-hauled special trains are also included. The spectacle of 'Peaks', Class 50s and many other locomotives going about their daily business has been well recorded, and many scenes are captured in these pages. Much railway infrastructure still remained at this time and many older railway stations and mechanical signal boxes, with their associated semaphore signalling, are also featured, adding to the interest of many of the photographs.

P5112 Railways in Victorian London **£25.00** **Feb**



London has always been a major transport hub. Indeed, it owes its origins to being the location in ancient times of what was then the lowest bridging point of the River Thames. From the 1830s to 1914 it became the focal point of Britain's railway system. In that time a railway network of extraordinary complexity developed, serving the needs of London's citizens and providing access for huge numbers of visitors of all kinds. Here we consider some of the ways in which the railways contributed to London's transformation into a world city, perhaps THE world city of the Victorian and Edwardian period. With an emphasis on the social impact of the railways, the book examines, among other issues, how they contributed to the growth of suburbia, helped to provide London with vital supplies of food and fuel, the way in which the Underground made it quicker and easier to move about.

PLATFORM 5 PUBLISHING

PF423 Coaching Stock Pocket Book 2025 **£7.95** **Nov**



The complete guide to all locomotive-hauled coaches which operate on National Rail. Details for each coach include number carried, livery, owner, operator and depot allocation. Data is correct to October 2024. 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. 112 pages including 16 pages of colour illustrations.

PF424 Diesel Multiple Units Pocket Book 2025 **£7.95** **Nov**



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 2024. 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. 88 pages including 16 pages of colour illustrations.

PF425 Electric Multiple Units Pocket Book 2025 **£7.95** **Nov**



The complete guide to all Electric Multiple Units which operate on National Rail and Eurotunnel. Details are provided for each unit, including depot allocations, livery, owners and operators. Data is correct to October 2024. 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. 160 pages including 16 pages of colour illustrations.

PF422 Locomotive Pocket Book 2025 **£7.95** **Nov**



The 2025 edition of the definitive Platform 5 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.

PFS25 2025 Pocket Book Set of 4

£31.80

Nov



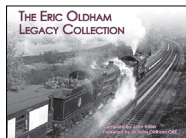
1 copy each of the 2025 pocket books as a set.

SILVER LINK

S4621 The Eric Oldham Legacy Collection

£35.00

Jan



This book features many photographs and paintings produced by Eric Oldham from the 1940s until the 1980s. Although he was an accomplished photographer much of his work has not been published before. Having trained at Art College where a successful career in art beckoned, family circumstances dictated that instead Eric took over the family confectionery business in Hyde, Cheshire, where he became a Master Baker. The material contained in this book shows that he was also a Master Photographer and Master Artist! Eric joined the prestigious Railway Photographic Society in 1950 and was appointed an Honorary Member of the Guild of Railway Artists for his work in helping set up the Guild. John Hillier first met Eric during his school days in Hyde and Eric guided him during John's formative photographic years. After Eric's passing, John and Eric's nephew, John Oldham, made contact and both felt that the collection of photographs and paintings deserved a larger audience, and this book is the result.

S5303 The Helston Railway Past & Present (New Edition)

£22.00

Jan



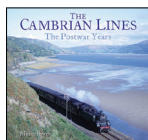
For transport enthusiasts Helston is famous for having the most southerly railway station in the UK, and the starting point of the first railway-operated motor omnibus service in Great Britain, introduced by the GWR in 1903. Although plans for a railway were laid in the 1840s, it was not until May 1887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

UNIQUE PUBLISHING SERVICES LTD

UQE20 The Cambrian Lines

£11.99

Oct



Based at Oswestry, the Cambrian Railways provided the bulk of railway transport in an area of land that stretched from west Shropshire to the Welsh coast between Aberystwyth and Pwllheli. Although the company lost its independence to the Great Western Railway in 1922 – before the creation of the 'Big Four' the following year – the lines retained a distinct identity through the GWR and BR eras, right up until the end of steam and beyond. Drawing upon a superb range of photographs, this book explores the Cambrian lines in the two decades after the end of World War 2. These were the years when the outside-framed 'Dukedog' class 4-4-0s worked out their final years and when the transition from Western to London Midland control saw many of the traditional classes disappear.

The office will close for Christmas on Monday 23rd December 2024 and will reopen Friday 3rd January 2025.

OTHER TRANSPORT

AMBERLEY PUBLISHING

A1871 The Story of the Campervan £15.99 Feb



This book covers the development of the campervan from the 1950s to the present day, showing how campervans have developed from converted commercial vans such as Commer and Austin in the 1950s, through Westphalia conversions of the VW Kombi, Ford Transits and Toyota Hi Ace vans in the 1960s and 1970s. The book shows how the campervan became more sophisticated and how caravan makers began to get involved with conversions. Manufacturers such as Hymer and Tigano entered the British market in the 1980s, alongside established makes such as Fiat, Peugeot and Talbot. The book also explores the growing popularity of the campervan which received a boost during the COVID pandemic and has continued to be regarded as a viable and practical option for self-catering holidays and breaks.

BLOOMSBURY

BP684 Take the Slow Road: Scotland 2nd Ed:
Inspirational Journeys Round the Highlands,
Lowlands & Islands by Camper Van £25.00 Nov



Forget the jet set. Come back down to earth. There is another way to travel, see the world and truly be a part of it. Taking the slow road is about turning your back on the fast lane to make time for people, places and nature. Stopping to take a breath. Stopping to let the planet take a breath too. And the best way to do it? In your own home from home, of course, the humble camper van or motorhome. This book is about the very best driving routes around Scotland. But there's more to it than that. It's about the best places to stay, things to do and places to see and why it's vital that we experience it truly, madly, responsibly. Come with us as we meander around the Highlands, Lowlands and Islands of Scotland. This second edition has been thoroughly updated throughout and expanded and now contains full coverage of the new 'official' routes, including the NC500, the SWC300 and the NE250. Inside lie adventure, beautiful photos, handy maps and travel writing from serial camper van traveller, Martin Dorey.

PEN & SWORD

P0956 A History of Britain's Transport £22.00 Nov



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 including all types of transport from walking and packhorses, that predominated for much of national history, both of which tend to be underrated, to changes brought by improvements to road transport from the Romans to medieval bridgebuilders and eighteenth-century turnpikes, and, in parallel, river, coastal and canal travel, again from the Romans to the eighteenth century. The story moves to the age of rail, motoring and lastly air. All forms overlap, as well as being sequential.

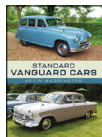
CARS & MOTORING

AMBERLEY PUBLISHING

A1978 Standard Vanguard Cars

£15.99

Feb



This is the complete story of a successful range of cars produced by the Standard Motor Company between 1946 and 1963. The author describes the various phases of model development of a range of cars that proved to be robust, innovative and popular. The book covers saloon and estate versions as well as sports and commercial models. Also covered are the economic Ensign models and the luxury Vanguard Six Model which incorporated a six-cylinder engine that would later power the Triumph 2000. The book includes a short history of the Standard Motor Company, which would later change its name to Triumph. The Phase III Vanguard cars were designed by the Italian car stylist Giovanni Michelotti who would be responsible for the design of the Triumph models. Illustrated with both contemporary and current illustrations, this book is a fascinating insight into a popular range of British family cars of the 1950s.

AIRCRAFT

AIR WORLD

P3412 Deceiving Hitler's Bombers- RAF Decoys and Visual Deception in WWII

£25.00

Jan



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

P9261 Lancasters at War- Bomber Command Operations from RAF Grimsby

£30.00

Nov



So vast was Bomber Command, that to tell its full story in any detail would be a huge task. In this book, Ian Reid has set out to explore its successes and failures through the men and machines that operated from one airfield, namely RAF Grimsby, and one unit, 100 Squadron. Forty years of research has resulted in Ian Reid drawing together a remarkable record of one part of Bomber Command's wartime service. Packed full of first-hand accounts from aircrew, groundcrew and WAAFs, all of which are supported by many previously unpublished photographs, Lancaster at War is an important addition to the record of the Allies' Strategic Bombing Offensive in the Second World War, as well as Bomber Command's part in the defeat of the Third Reich.

AMBERLEY PUBLISHING

A1594 MAC in the 1980s

£15.99

Dec

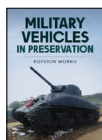


Military Airlift Command was a United States Air Force Major Command, responsible for strategic and tactical airlift, primarily operating C-130, C-141 and C-5 transports. MAC also provided presidential and VIP transportation. MAC was organised into two geographically aligned Numbered Air Forces: 21st Air Force controlled units stationed east of the Mississippi, including those in Europe, while 22d Air Force controlled those stationed to the west, including those in the Pacific. MAC also controlled the Aerospace Rescue and Recovery Service and the Air Weather Service. Following the failed attempt to rescue American hostages in Iran during Operation Eagle Claw, USAF special operations units were reorganised. Consequently, during 1983 USAF special operations units, hitherto split between Tactical Air Command, United States Air Forces in Europe and Pacific Air Forces, were consolidated under MAC in the newly established 23d Air Force. Take a step inside the day-to-day operations MAC in the 1980s.

MILITARY

AMBERLEY PUBLISHING

A1533 Military Vehicles in Preservation £15.99 Oct



Whenever people are asked about military vehicles, the first things that usually comes to mind are jeeps and tanks. Although those vehicles did make up a majority of the vehicles used by armies across the world, they are only part of a much larger and wider ranging scope of the various vehicles that were used. These include trucks, transporters, tracked vehicles, armoured personnel carriers and heavy artillery guns. The preservation of military vehicles movement began in the UK in the 1960s and has continued to gain momentum ever since. Now, many vehicles live out their days in the hands of preservationists, who take them to a variety of events and shows around the country.

SHIPPING & MARITIME

FERRY PUBLICATIONS

F6871 By Sea to the Greek Islands £32.50 Nov



This new book looks back at five decades of ferry operations in Greece. The publication will include an overview of the ferry operations, detailed maps and a wide range of photos taken over 50 years from leading photographers, who have spent many days and hours travelling around the mainland ports and to over 150 islands which are inhabited. Greece has greatest daily ferry operations in the EU and ferries from all ages can still be seen in service today. The book follows the cascade of ships from northern Europe in the sixties, seventies and eighties to the introduction of new purpose-built tonnage at the turn of the century.

F6881 Ferries 2025 £22.50 Nov



The 2025 edition of Ferries focuses on Irish Ferries' operations on the Irish Sea and the English Channel. Other features in the book will also include an overview of the ferry operations in the Baltic and the new ferries that have entered service in recent years. Other features to follow for the book. The book is complimented with a wealth of maps showing all the major ferry routes in northern Europe. As usual the publication covers comprehensive coverage of all British and European Ferry operations and wealth of photographs.

F6879 P&O Ferries - Changing Fortunes Across Six Decades £36.00 Nov



The P&O brand has long been a driving force in ferry services around the UK, at times serving a plethora of ports from Bergen to Tangier, Rosslare to Rotterdam, as well as the busy Dover-Calais crossing. The fleet has been at the forefront of raising service quality, epitomised in the slogan 'Why sail across when you can cruise across?', and led the industry response to the opening of the Channel Tunnel. As P&O Ferries adjust to the challenges of the 21st century, this copiously illustrated book charts the brand's changing fortunes across six decades of operations.

F9999 Steam Packet 195 £21.00 Nov



The Isle of Man Steam Packet Company is the oldest continually operating passenger shipping company in the world, having began operations in 1830. Today the company carry's some 630,000 passengers annually, 196,000 cars and is the Island's lifeline for freight. This book is an update on the history of the Isle of Man Steam Packet since our 190th Anniversary publication. The title includes a history of the company year by year, including the takeover over of the operation by the Isle of Man Government in 2019 and the introduction of the Manxman in 2023. The book includes a wealth of new photography since the last edition in 2019.

BUS & TROLLEYBUSES

ADAM GORDON

AG438 Bill and Jim - A London Trolleybus Crew

£35.00



This hardback book is about a Wood Green trolleybus depot crew-driver Bill Ryder and conductor Jim Feirghley. It is presented in a unique way in that the animated text is in date order and the photographs, in the main, are in geographical order. Bill and Jim worked on routes 625, 627, 629 and 641 with each being liberally illustrated from end to end. Other trolleybus routes and some motorbus routes they encountered also feature. This book is heavily illustrated with 361 monochrome photographs and includes eight pages of colour. Also illustrated are farecharts, badges, traffic circulars and the like.

ALAN HILEY

AH932 Buses & Coaches from the Midlands to the South Coast and the West Country

£9.95



This book continues Colin White's journey with buses & coaches from the Midlands to the South Coast and the West Country. Starting in Nottingham and Leicester we travel on through Birmingham, Wolverhampton, Stratford on Avon, the Cotswolds, and Gloucestershire onto the Forest of Dean and South Wales. Moving across to Reading, Swindon, south Lincolnshire and into Essex. Travelling along the south coast through Eastbourne and Portsmouth to the Isle of Wight, Dorset and across to Bristol. Moving into Devon the journey finishes in Cornwall. The book covers, Municipalities, NBC companies and many independents.

AH924 Buses & Coaches from the North of England to the Midlands- A Journey in Pictures

£9.95



In the latest book showing the photographs of the late Colin White, we take a Journey which starts in Lancashire with Barrow in Furness, Ribbles, Lancashire United and Lancaster City Council. Moving across to North Yorkshire we see Weardale Travel, East Yorkshire, United, Scarborough & District. Down into Leeds buses of Leeds City Transport, West Yorkshire PTE, East Yorkshire and Yorkshire Woollen, Wallace Arnold is also seen. Across now into Liverpool, Burnley and Warrington then onto Crosville in Chester coming back east with the buses in Manchester, Stockport and Glossop. North Western RC is covered in the next section along with Chesterfield Transport and independents in the Peak District plus Hulleys and Silver Service. In Derby we see more independents and finally in south Derbyshire we visit Vikings of Woodville and finish the journey at Creswells of Moira in Leicestershire.

ALISDAIR GOODALL

HTCAG Highland Transport Company Ltd, Highland Omnibuses Ltd, A History 1931 to 1991

£40.00



This new work Highland Transport Company Limited Highland Omnibuses Limited 1931-1991 is unlike many others while having photographs in it is much more of a history book. Changes to services and fleet is shown on an annual basis. Also included are appendices covering such things as: Operating Results 1952 to 1991; List of operators purchased with purchase price where known; List of Garages and Outstations; List of all known schools, works and duplicates at Summer 1969; A fleet list from 1952 to 1991. A4 softback, 246 pages.

AMBERLEY PUBLISHING

A1742 Buses of Devon and Cornwall Past and Present

£15.99



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

A2213 Buses: Old Technology Refined

£15.99

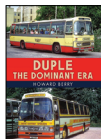


Despite all the current hype making people believe that electric and hybrid vehicles are a staggering present day breakthrough in the quest for a carbon zero future, both are, in fact, old technology introduced over 100 years ago that has been refined. This book takes a look at how gas, hybrid, and electric propulsion has been redeveloped after disappearing during the twentieth century and is now regarded as 'the future'. Although not intended to be a definitive history of public road transport in the UK, within its pages are several other technological and vehicle design developments that made their debut

over a century ago and have made a return in recent years, all of which are illustrated and described to provide a fascinating insight of how things have continued to change.

A8682 Duple-The Dominant Era

£15.99



For seventy years, Duple were one of the two best known names in coachbuilding in Britain. Formed in Hornsey, London in 1919 before moving north to Blackpool, Duple grew to be one of the most popular suppliers of luxury coach bodies for the UK market. Decline in new vehicle sales in the late 1980s saw Duple's fortunes start to fade and the company closed its doors for the final time in 1989. Covering the period from 1960 to the end of production, this book gives an overview of many of the buses and coaches within the Duple range. With a brief description of each body type and 180 photographs, most in colour and all with informative captions, it showcases Duple's finest products in their operating heyday.

A1329 London's Citaro Buses

£15.99



The Mercedes-Benz Citaro first entered service in London during 2002, in both rigid and articulated forms. Over the coming years, the articulated type was used to convert a number of central London services from Routemaster and double-deck operation. A change of policy saw the demise of the articulated type, the last of which were operating on the 207 in 2012. However, this did not spell the end of the Citaro in London, with a handful of small batches being purchased by various London operators on a handful of routes in south-east London. First London also took three hydrogen Citaros on trial on the

RV1. This book provides a potted history of the Citaro in London service.

A1746 London's Transport in the 1980s

£15.99



Public transport in London in the 1980s and 1990s presented a very different face to today. London Regional Transport still oversaw much of the public transport network, before Transport for London took over in 2000, while the national rail network in the capital was in the early years of privatisation. Routemaster buses still plied the streets and many of today's major transport infrastructure projects were yet to be built. London's Transport in the 1980s and 1990s presents a portrait of public transport in the capital in these decades of change since the 1980s to recent years that has radically changed or disappeared today,

showing the variety of vehicles on the scene, the early years of the Docklands Light Railway and Thameslink, major stations such as Liverpool Street and King's Cross before they were rebuilt, old goods yards, the rail network around Croydon before Tramlink was built, historic transport infrastructure that had survived from previous decades and much more.

A8577 National Bus Company Transition

£15.99

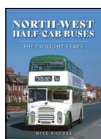


Formed in 1969, four years later in 1972 the state-owned National Bus Company introduced a corporate livery and identity for all its subsidiary companies and continued such until the early 1980s, except within the Tyne & Wear and West Yorkshire PTEs where other liveries were used. As a consequence of its Market Analysis Project, several local fleet names made an appearance. After it was announced that the NBC subsidiaries would be sold to the private sector in 1986-8, several of them began to adopt new liveries in preparation for new ownership. This book looks at these transitions through a range of

photographs with detailed captions, showcasing the numerous changes that took place in the early-to mid-1980s.

A1863 North-West Half-Cab Buses: The Twilight Years

£15.99



Following on from his volume looking at the final years of half-cab buses in the Midlands, Mike Rhodes looks at the major bus fleets employing half-cab buses in north-west England in the 1970s, including those located around Manchester, Liverpool and beyond. Packed with previously unpublished images, this is an evocative and interesting record of a fascinating period in the region's transport history.

A0708 On Trial: Bus and Coach Demonstrators

£15.99



For many years, bus and coach operators have experimented with vehicle types to find the vehicles that best fit their requirements. By borrowing buses and coaches from manufacturers and other operators, they can assess the pros and cons of new and existing examples of chassis and bodywork, try out hybrid and electric technology, experiment with features such as electric mirrors, or consider the use of fully autonomous vehicles. Such trials often result in large orders. Here, Richard Walter has selected a wide range of photographs from the recent past with a few older examples included. These reveal the types that were popular, the ones that were adapted and developed, and some that never saw the light of day. There are also examples of unique one-off vehicles that were subsequently bought and put into service.

A164X Plaxton: The Paramount Years

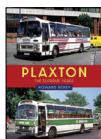
£15.99



In 1983, Plaxton of Scarborough addressed the threat to their market dominance from continental coachbuilders with the Paramount, a range of luxury coach bodies which included the first purpose-built British double-deck coach body. Over its lifespan, the Paramount could be seen the length and breadth of the UK in fleets big and small and in sizes big and small. The story of these icons of British coachbuilding is told through 180 colour photographs, all taken during their operating heyday and accompanied by informative and sometimes humorous captions.

A1646 Plaxton: The Supreme Years

£15.99



The Plaxton Supreme was the epitome of classic British coachbuilding and was the most popular British built coach body of the 1970s and 1980s. Its high-floor cousin, the Viewmaster was the first high-floor coach built by a British coachbuilder and set the standard for many years to come. The story of these icons of British coachbuilding is told through 180 colour photographs, all taken during their operating heyday and accompanied by informative and sometimes humorous captions.

A2113 Ribble Motor Services

£15.99



Ribble started from humble beginnings but expanded rapidly through the 1920s and 1930s before becoming part of the British Electric Traction group (BET) in 1942 and being nationalised in 1969. Over the years, the fleet expanded to over 1,200 buses and coaches based at thirty garages across a vast operating area stretching from Carlisle to Merseyside. The company weathered nationalisation but was snapped up by Stagecoach in 1989 following deregulation. This nostalgic collection of rare and previously unpublished images celebrates the fleet of this iconic much-loved company.

A2361 RM70 - Seventy Years of a London Icon

£15.99



The Routemaster bus has become synonymous with London and is famous the world over. Although fewer were built than of the preceding RT type, their uniqueness and longevity has made them instantly recognisable as the typical London bus. First conceived as a replacement for the trolleybuses, the prototype was unveiled in 1954. Main production did not start until 1959 but they would continue to serve London's passengers until 2005. From the late 1980s, they began to be withdrawn from London, but many found further use with bus companies throughout Britain and beyond. Nowadays some Routemasters can still be

found on sightseeing work in London. Others are in use for corporate hospitality, film work and wedding hires, while hundreds survive in preservation. In this book Malcolm Batten celebrates this legendary London bus on its seventy-year anniversary with a diverse selection of high-quality images.

A193X Southdown Buses in Preservation

£15.99



Southdown Motor Services formed in 1915 was the well-known and highly respected operator of green and cream buses and coaches seen along the south coast of Sussex and Hampshire. Fast forward to today and there are over a hundred former Southdown buses and coaches surviving in preservation – quite remarkable, and possibly the highest amount of preserved single operator vehicles outside of London. Most of these examples preserved are restored to a very high standard, with some licensed to carry passengers for hire and see service on a regular basis. Others attend rallies and shows for us all to enjoy

and rekindle those memories from the past. Some not so fortunate languish in storage waiting for restoration or have been dismantled to provide parts allowing sister vehicles to survive. This book contains a varied selection of Southdown buses and coaches lovingly restored and preserved, including a small number from other operators such as Brighton Hove & District.

A2270 Stagecoach Merseyside

£15.99

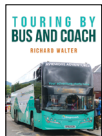


Stagecoach came to Merseyside in 2005 when they purchased the independent operations of Glenvale Transport, acquiring Gillmoss depot and an aging second-hand fleet of buses. Very quickly the Stagecoach livery became an established sight, particularly in north Liverpool and Knowsley, and expansion came in 2012 with the acquisition of Rock Ferry depot on the Wirral and Chester depot. This, along with their Preston depot, cemented Stagecoach's foothold in the region as they invested in and developed the network. In this book Simon Ackers looks at how the Stagecoach fleet on Merseyside has changed over

nearly twenty years.

A0706 Touring by Bus and Coach

£15.99



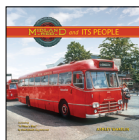
Tours are common part of the itinerary of holidaymakers in the UK. There are long-distance tours, using the most modern coaches fitted with the latest seating and features for passenger and driver comfort and relaxation, and local tours using modern single- and vintage double-deck buses both open- and closed-top. With an array of themed tours available, the choice is endless. Join Richard Walter as he travels through the UK and beyond to offer a flavour of how the tour business has blossomed and continues to grow.

The book is illustrated throughout with colourful photos in scenic and contrasting locations, showcasing the variety of buses and coaches used in the touring industry.

ASHLEY WAKELIN

AW933 Midland Red and its People

£35.00



Midland Red and its People looks at those iconic buses and coaches over the years, developed in their experimental department, made in their own Central Works in Birmingham and operated at over thirty garages spread over a territory of some 12,000 square miles. But it was its people who gave Midland Red its direction and its drive. Some employees worked for Midland Red for a landmark 25 or 35 years, but others achieved an impressive 50 years of service. Imagine starting your career in 1918 when your daily sights would have been the final days of horse buses trotting along at a

stately pace, and then in 1968, the last of the specialist Motorway Express coaches speeding along in the outside lane of the M1. This book is not a detailed history of the company full of technical detail instead it is a collection of stories of the real day-to-day life on the buses.

BOWDEN PUBLISHING

JB013 Southampton's Last Half-Cabs: In Focus 13

£10.00



Following on from the release of his first book back in 2019 about Post-War Guy Buses of Southampton, John Ashbridge has written a new book on Southampton's Last Half-Cabs along with Charnie Holden and Ian Kimber. This 42 page, A5 softback book is illustrated with around 70 colour and black & white photographs.

CRASHBOX PRESS

CB693 Bristol Vintage Bus Group - 50 Years of Madness

£30.00



A yard open to the skies on a chicken farm, a unit on a trading estate and a dilapidated railway goods shed comprise a variety of parking places used for several illustrious public service vehicles. This is a record documenting the start-up, development and outcome of an interest that consumed authors Roy, David and Philip in 1972. Little did they think that their activity would be a journey down a road that would have potholes to navigate, and a shed load of humour, combined with fun and friendship along the way. This enterprising trio, their heads down, getting their hands dirty, diligently putting in thousands of

man-hours to expend vast amounts of energy and inspiration. The three realised they needed revenue to support their objectives so versatility came to the fore and practical skills evolved when they had to start developing and printing their own photographs at home. All these endeavours produced the Bristol Vintage Bus Group revealed here in this well-illustrated 268 page hardback work.

BRITISH BUS PUBLISHING

BB367 British Bus Handbook Notable Independents 9th Edition 2024 £22.25



This ninth edition of the Notable Independents details the fleets of certain bus and express coach operators throughout Britain. The operators included here are more of those who provide tendered and commercial services, primarily in England. Published August 2024 Aintree Coachlines; Atlantic Travel; Beestons; Blackpool Transport; Brylaine; Bus Vannin; Cardiff Bus; Central Connect; Compass Bus; Connexions Buses; Comfybus; DRM; Delaine; Falcon; Faresaver; Go Coach; Grant Palmer; Hornsby Travel; Hulleys of Baslow; Ipswich Buses; JMB; Lloyds Coaches; Lynx; Marshalls; Midland Classic; Minsterley Motors; Moffat & Williamson; Newport Buses; Nottingham City Transport; Nottingham Community Transport; Nottingham LRT; Pilkingtons; Reading Buses; Redline; Reliance; Safeguard; Sanders; Sargeants; Stephensons - NIBS; Stotts; Tanat Valley; Townlynx; Travelmasters; Tyrers; UNO; Vision; Warrington; Weardale; Whippet; White Bus Services; Whitelaws; Xelabus; Yeoman.

BB371 London Bus Handbook 2024 12th Ed £22.25



The 12th edition of the London Bus Handbook, published in July 2024 includes the operators and vehicles used on TfL routes along with the open-top tour fleets. Full details include allocations to garages and lavishly illustrated in colour. Not just a fleet book but one to keep on the bookshelf.

BB370 National Express Coach Handbook 16th Ed £19.25



Published in September 2024 this 16th edition includes the main National Express operations: National Express West Midlands; National Express buses and coaches; National Express Transport Solutions, National Express Accessible Transport along with vehicles of other operators operating on the coach network.

CAPITAL TRANSPORT PUBLISHING

CA484 Buses for London's New Towns £35.00



In the 1950s, following destruction of over 100,000 London homes in the second world war and the need to replace old and unfit housing, a large programme of New Towns for displaced Londoners was undertaken. Most of the New Towns were within London Transport's Country Bus area and this book tells the story of the bus services introduced or amended to serve these new developments. The story is taken into London Country days and up to 1977, when lettered area schemes started to replace many of the services that had been introduced by London Transport.

CA485 London's Classic Red Buses- A Black & White Album £25.00



This large format album looks at the period when the RT family and then the Routemaster were kings of the road for London Transport. Many of the photographs show parts of London that have changed enormously since the times they were taken and have been chosen to illustrate those changes as well as the buses. Contemporary with the RT were the post-war Ts and TDs and also the RFs. A few are included to reflect this. The predecessors of the RT, the STL and STD types, are also not ignored. For those readers who were around at the time, many memories will be stirred. For those who are younger, the book gives glimpses of London as it was in their parents' day.

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.

EMPRESS COACHES

EMP93 Rambler Coaches 1924-2018 The Rowland Years

£35.00

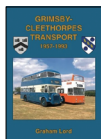


The book charts the foundations of the company laid down by Dick Rowland in 1924, after moving to the seaside town of Hastings from Margate in Kent. Business flourished in the 1930's but with the onset of WWII, his coaches were requisitioned in early 1940 and business activities would not resume again until 1946. The 1950s and 60s were boom years for excursions and private hire bookings, although in 1966 Dick sadly passed away. At this time, he was operating three coaches. His young son Colin persuaded his mother to keep the business going and the 1970s saw the gradual growth with a new business partner, John Goodwin, joining them in 1974. In 2010 the company reached its largest fleet at some 41 vehicles. Its diverse story has been told through its former owner, Colin Rowland, and written by the owner of Empress Coaches, Stephen Dine, taking his family story through to Colin Rowland's retirement and sale of Rambler Coaches in 2018.

GRAHAM LORD

GL230 Grimsby-Cleethorpes Transport 1957-1993

£25.00

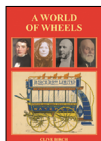


Grimsby-Cleethorpes Transport (GCT) was formed in 1957, following the merger of the transport departments of Grimsby and Cleethorpes. The company operated in this form until deregulation in 1986, when it was run as an arms-length company by the two borough councils. In 1993, GCT was sold to Stagecoach. This book offers a chronological narrative of the trials and tribulations, the highs and lows, of GCT's operation between 1957 and 1993. Sections include Bus Services, all services listed with start/end dates; Liveries - all liveries and dates they were applied to each bus are shown; Fleet, - lists full histories of every motor bus and trolleybus to operate with GCT. A list of demonstrators and ancillaries are also shown. Brand new cartography showcases the area in 1957 and again in 1993 to show the development and expanse of the network. A history of transport in the towns and the main developments under Stagecoach operator are also included. 176 pages A4 softback with around 150 illustrations.

HAWKES DESIGN & PUBLISHING LTD

HD211 A World Of Wheels -The Story Of Birch Bros Ltd Firm And Family 1580s – 2020s

£25.00



The Birch family dominated the parish of Chesham, Bucks and that of Stoke Damerel in Devon. Their landlords were the Tothills; Under Sheriff of Devon William Burch pioneered stagecoaches from Exeter to London and cowkeeper William Birch moved his herd from Stoke Damerel to Pimlico, Tothill Fields & the Milk Fair. William Manley Birch launched London cabs, widow Betty ran buses to Mansion House and designed the knifeboard bus, then sons William Samuel and John Manley formed Birch Bros at Royal Mail Yard, carried Royal Mail, invented bus brakes, and put the world's first motorbuses on the road. Birch Bros pioneered See Britain Tours, airflow coaches, taxi power, and the first motorway services; Birches bought a Tothill Chesham property and saw Carmen's Hall open on Tothill's historic Fleet Street site. Birches bridge four centuries of transport in Devon, Bucks and London

HUDSON/NOLAN/SENTENCE

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

£40.00



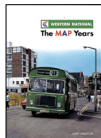
This volume tells the story of South Yorkshire PTE from 1974 to 1986, with 420 pages including over 700 photos- most previously unpublished. The sequel to 'The Region's Favourite', it includes chapters detailing the operational and engineering days of this forward thinking and innovative Passenger Transport Executive. This is the sequel to 'The Region's Favourite- The Story of South Yorkshire Transport & Mainline 1986 to 1998 from the Inside' see page 55 for a special offer on that volume.

RECENTLY PUBLISHED TITLES

KEITH SHAYSHUTT

KS261 Western National the MAP Years

£24.00



This new book by Keith Shayshutt charts the before and aftereffects of the Western National Market Analysis Project [MAP] which was carried out between 1979 and 1982. It looks at in detail each of the eleven Study Areas covering the whole of the territory including the former Devon General area. To conclude there is also a chapter on the express coach deregulation and how it affected the West Country as this took place with the MAP Years. A4, full colour, 98 pages, softback with many original photographs

KEY PUBLISHING

K2944 After London Transport Metroline

£16.99



When London Buses Ltd's subsidiary companies were privatised in 1994, northwest London-based Metroline passed to its management. The company promptly took over Atlas Bus in 1995 and then doubling its size in 1998 with the acquisition of neighbouring MTL London. A new livery of red with a deep blue skirt set Metroline apart from its rivals, and in 2000 a powerful but unusually hands-off patron was secured with the company's sale to Delgro (later ComfortDelgro) of Singapore. Since then, Metroline has held its own as a dependable TfL contractor, continuing to expand with the acquisition of Thorpes and Armchair in 2004 and pulling off an even bigger coup in 2013 when First London's western portfolio was acquired as Metroline West. In terms of vehicles, the London Transport inheritance had all gone by 2004 and low-floor purchases moved to hybrids, including Borismasters, and now to electric buses.

K2982 Buses Year Book 2025

£19.99



Buses Yearbook 2025 follows a proven format with a mixture of articles on current and historic developments, strictly factual ones and others of a more whimsical or personal nature, all of them accompanied by a wide selection of photographs. The present day content includes the introduction of electric buses in Oxford and London, the growing number of buses and coaches imported from China. The historic include coaches and single-deck buses launched in 1974, an insight into the Cawlett group in southwest England, the change of identity of two municipal fleets in Scotland in 1975 and public transport integration in Tyne & Wear in the 1980s. Northumbria, Cyprus, the United States, the former kingdom of Mercia and points around the English and Welsh coast also feature in this annual favourite.

K2681 Greater Manchester Transport- A Darker Shade of Orange

£24.99



Great change was afoot for Manchester's buses in the 1970s. The region's long-established municipal bus companies, the largest of which was Manchester City Transport, had already been enfolded into South East Lancashire North East Cheshire (SELNEC) Passenger Transport Executive, which had been established under the Transport Act 1968 – but further change was still to come. A new orange and white livery gradually replaced the colours of its predecessors, and a standard bus was developed that took design cues from the iconic Mancunian body and applied them to subsequent deliveries of Leyland Atlanteans and Daimler Fleetlines that arrived in large numbers over the rest of the 1970s. When the metropolitan counties were created on 1 April 1974, SELNEC was renamed Greater Manchester PTE (GMPTE), or Greater Manchester Transport (GMT) for short. Studying in Manchester during the middle of the decade, Jim Collins was ideally placed to observe and photograph the rapid structural change applying to his local bus routes and those in Greater Manchester as a whole, while taking into account the city's socio-economic conditions that warranted such bus provision. His prolific and high-quality photographic output during that time forms the basis of this book, the first of a forthcoming series that tells the story of public transport in this vibrant and ever-changing city.

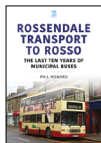
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This courier service is subject to location and is only available to mainland UK addresses. However, there may be restrictions to remote areas.

RECENTLY PUBLISHED TITLES

K2877 Rossendale Transport to Rosso: The Last 10 Years of Municipal Transport

£16.99



Motor bus operation in the Rossendale Valley boroughs of Haslingden and Rawtenstall dates back to 1907. The two corporation bus companies formed at that time combined in 1968 to form Rossendale Joint Transport Committee (RJTC), with a total of 55 vehicles adopting Rawtenstall's maroon and cream livery. Bus deregulation under the terms of the Transport Act 1985 prompted the establishment in 1986 of Rossendale Transport Ltd, an arm's-length legal identity that was now obliged to face competition. The company itself took the opportunity to expand beyond its traditional territory and did so with success, opening a second depot in Rochdale in 1990. Rossendale Council's intention to sell the company to one of them in 2009 met with resistance. This book covers the last ten years of independent Rossendale and Rosso operations between 2007 and 2017, after which Rossendale Council sold the company to Transdev.

MDS BOOKS

VPL68 Stockport Corporation Transport - Recollections and Observations

£33.00



Written by an observer from outside the transport industry, this book is not a history of Stockport Corporation Transport; that has been well recorded in various publications. It reflects on significant times and events during the Corporation's history as a bus operator up to its absorption in 1969 into SELNEC, the South East Lancs and North East Cheshire Passenger Transport Executive, and is based on a mixture of fact, memory and nostalgia. Chapters describe vehicles, route development, staffing, ticketing, liveries and more. Over 170

photos/illustrations/diagrams, many in colour.

MUSEUM OF TRANSPORT

MT208 West of the Irwell

£25.00

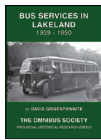


In 1946 the government described the condition of Salford's bus fleet as "the worst in the country". By 1952 Salford City Transport was transformed to be "best in class" and the envy of many. This can all be traced back to a 1901/02 ban on trams crossing the River Irwell, the city centre boundary between Manchester and Salford. Copiously illustrated, this book tells the fascinating story of how and why this all happened.

OMNIBUS SOCIETY

OS150 Bus Services in Lakeland 1939-1950

£16.00



The late David Grisenthwaite, the author of this book, was brought up in the Lake District and even when young, recorded services and vehicles, a practice he continued throughout his long life, during which he became an expert on operations in the area. He left many manuscripts behind and this has been edited for publication and illustrated, giving a revealing picture of how this rural holiday area was affected by the cuts in services imposed during the war, and also the new factory services which were introduced, and then by the resurgence of travel once hostilities ended. It contains full details of operations during this period of Ribbles, Cumberland, and many independents.

PEN & SWORD

P5434 Lothian Buses an Era of Change in Edinburgh

£25.00



The city of Edinburgh has always been innovative in its provision of transport ranging from the end of the 19th century when it leased land for the creation of a cable tramway network through operating the same when the lease ended in June 1919 to the current era when it trials a range of vehicles as it seeks to achieve zero carbon emissions by 2030. The company's maintenance standards are sufficiently high that after 15 years of daily service withdrawn vehicles are valued by the second-hand vehicle market and continue in further service with operators for a number of years before being scrapped. Whilst 15 years is the normal working life with the company, this is being shortened as new vehicles are introduced to meet the zero-carbon commitment. These changes have increased between 2011 and 2022 and the book illustrates them by photographs of the transport fleets' buses and trams - operated during that period of change.

RECENTLY PUBLISHED TITLES

P3474 The London DM & DMS Buses - Two Designs Ill-Suited to London £25.00



Forced by central government to buy 'off-the-peg' standard manufacturers' products, rather than their own tried and trusted designs, LT opted for Daimler Fleetlines for their first fleet of one-man-operated double-deckers. Optimistically christened 'Londoners' when they first entered service in 1971, they instantly became unpopular with passengers, staff and bus enthusiasts alike. Their square, box-like appearance and bland all-over red livery did not endear them to the latter. Passengers used to boarding buses immediately with fares collected or tickets checked by a conductor objected to waiting at termini until the driver appeared and opened their doors, and having to queue at stops waiting to pay as they entered. Automatic ticket machines meant to mitigate this broke down making matters worse; all this increased journey times. The vehicles had flimsy bodywork, easily damaged by the slightest collision, and were also mechanically unreliable. This made them unpopular with drivers and maintenance staff.

PS479 The London MB and SM Buses - A London Bus Disappointment £25.00



Purchased to replace London Transport's ageing RT-type fleet, and also to ease staff shortages by extending one-man operation, the MB-types were not only a disappointment, but an unmitigated disaster. In this new volume of his photos, Jim Blake takes a critical look at what were therefore some of the most unsuccessful buses ever operated by London Transport, operating only between 1966 and 1981, most of them however achieving only 6 or 7 years of service. In addition to the buses themselves, Jim also catches glimpses of London life spanning the period from the "swinging 'sixties" to the harsh first years of the Thatcher regime. The MB and SM family of vehicles also saw service with London Country, the latter being delivered new to them - but they fared just as badly in the outlying countryside around London as in Central London. They brought to a sad end London Transport's long association with AEC buses.

P4839 Volvo MCV- The Story of a Global Partnership £25.00



In 2022, Volvo Bus UK celebrated fifty years of trading in the UK and Ireland. The first right-hand drive B58 chassis arrived on these shores at the end of 1971. The double deck front engine Ailsa came in 1973. Over the next fifty years, the various different models have been upgraded, redesigned, lengthened and fitted with bigger more powerful engines. And now, in 2023, Volvo electric single and double deck models are beginning to appear on UK roads. Volvo Bus is a subsidiary of the Swedish Vehicle builder Volvo AB, with a global presence worldwide. MCV is based in Salheya in Egypt. It was established in 1994 and has the capacity to build up to 6,000 buses and coaches per annum., with up to 5,000 employees. MCV and Volvo are collaborating in the development and building of the electric bus for the UK marketplace.

SILVER LINK

S4601 A Definitive History of Shergold and White's Silver Star of Porton Down

£35.00



The vehicles and operations of Silver Star from its unusual base at Porton Down on Salisbury Plain captured the interest of people far beyond the bus enthusiast circles. From the Bourne Valley villagers who rode the interesting buses to and from Salisbury to the troops who rode the many miles up and down the country on weekend leave in luxury coaches to the crews who manned the vehicles, all had memories made. This book serves to record the operations, the vehicles operated and what subsequently happened to them after those operations came to an end in June 1963. The authors have unearthed an enormous amount of archive material, and the book is illustrated with more than 300 images, including many photographs that have not been seen before. For the reader already familiar with Silver Star, further memories will be evoked and for the reader who never knew the company and its unique vehicles – a fascinating read awaits. 128 pages, hardback

SOUTHDOWN ENTHUSIASTS CLUB

SEC99 Southdown Enthusiasts Club Fleet List Book 2024

£8.00



The Southdown Enthusiast Club has produced its annual 'Fleet List Book' and this new publication for 2024 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.

RECENTLY PUBLISHED TITLES

SE100 Sussex Independents 2024

£6.50



The contents are similar to last year, although Rambler Coaches (who now run bus services again) and Southcoast Motor Services (who operate four former Southdown vehicles) are now included, and there are sections on the East Sussex Flexibus and West Sussex Book-a-Bus services. There is an updated list of bus services operated in Sussex by the major operators, which has also been fully updated since last year.

STENLAKE PUBLISHING

ST963 Pennine Motor Services, Skipton: from 1925 to 2014

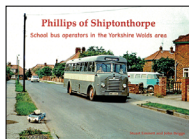
£29.95



This new softback work from Stuart Emmett tells the story of this much loved Skipton-based independent across its almost 90 year history. With 96 pages, roughly A4 sized, it is well-illustrated in colour and black & white. This new work from Stenlake is a perfect companion to the author's recent volume on Hebble Motors.

ST964 Phillips of Shiptonthorpe: School Bus Operators in the Yorkshire Wolds Area

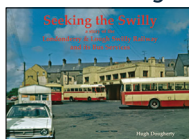
£12.95



Quirky, individualistic, boot-strapping and entrepreneurial, Clive Phillips started his business in 1952 with two second-hand buses. By 1960, his fleet comprised 26 buses; by 1971, it had grown to 42 vehicles. The author describes the buses as 'variable, to say the least', as they came from numerous sources and were never bought new. Buses were regularly delicensed in the summer, and others bought for spares. Withdrawn vehicles were rarely sold after their hard-working lives, as pictured in many of the photos here, and instead were put out to graze, rust or be plundered for spares in fields behind the company premises. Some of the book illustrations show this enthusiasts' Shangri-La in its shambolic heyday. As the years went by, council boundary reorganisations and economic realities took their toll on this operator, who retired in 1988 aged 67 and sold out to East Yorkshire Motor Group. The fields were cleared, the residents going mainly for scrap, and an era was over.

ST980 Seeking the Swilly - a Story of the Londonderry & Lough Swilly Railway and its Bus Services

£12.95



Hugh Dougherty tells in words and his own photographs how he has 'sought and experienced the Swilly', a railway company that ran its last train in 1953 but continued serving Donegal for another 60 years, operating buses and lorries as much like a railway as it could. Hugh's odyssey began in 1965 on car journeys with the parents, and the earliest photos in the book date from one of those trips, in July of that year. In 1974, during the Troubles, Hugh got into a bit of bother himself, photographing the buses in Pennyburn Yard, oblivious to the fact the British Army HQ was in the background. Luckily, he had a letter of permission from the company manager, but you need to read his account yourself to get the full flavour. There were calmer experiences in 1982, and on his 2019 holiday staying at Cashelnagar Station, now a holiday let, when further exploration of Swilly relics took place. This is a most enjoyable book, and that's due to the author's love and enthusiasm for the subject matter.

ST982 Trolleybuses - Glasgow's Silent Service

£12.95



Hugh Dougherty is that rare beast, a transport writer who understands his subject deeply, historically and technically. As a 15-year-old passenger, his quick wits saved a trolleybus from dewiring, but you'll need to read the book for the rest of that story! The book is full of trolleybus facts and figures and mode of operation for sure, but it's also full of human interest and Glasgow personalities. It's the trolleybus story told by someone who was a far from passive schoolboy passenger, maybe a wee bit obsessed with the trolleybuses, who cadged a look around Hampden Garage, then on another visit got to drive one around the depot, then return home with some trolleybus souvenirs! By this time, Glasgow Corporation had announced that trolleybus operation would cease in May 1967. Although small in extent in some ways this is the ultimate Glasgow trolleybus book with their story being told in a very personal way by the author, who also took most of the photographs illustrated (except the two he is in!)

RECENTLY PUBLISHED TITLES

TRANSPORT TREASURY PUBLISHING

TT132 London Memories

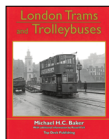
£12.50



London Memories presents an enchanting anthology of bus photos from the David Savage archive, chronicling his lifelong passion for capturing the essence of London's iconic transportation system. From his early years in Dagenham, nurtured by the pages of Ian Allan ABCs, David's journey as a bus photographer flourished alongside his career at Ilford Limited, where he harnessed discounted film to immortalize moments of urban life. Through the lens of his medium-format and 35mm cameras, David meticulously documented the charm of black and white film, offering a nostalgic glimpse into a bygone era defined by manual focus and light meter readings. As we journey through this captivating collection, we are transported to a time when Sundays were tranquil, high streets thrived with familiar names, and the allure of bus spotting captured the imaginations of enthusiasts young and old. David's photos are enhanced with interesting and informative captions from fellow enthusiast Russell Fell.

TT343 London Trams & Trolleybuses

£13.95



The images in this publication all come from the Transport Treasury archive, and they revive for us a bygone age in London. They also remind us how different London was but a relatively short time ago. Had it not been for the Second World War the trams would have disappeared from the streets of London a decade earlier. London Transport Passenger Board, set up in 1933, had made an early decision to replace its extensive tram network with trolleybuses prior to war breaking out in 1939. After the war London

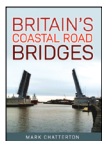
Transport saw no long-term future for the trolleybuses either. The relative cheapness of oil trumped clearly trumped the environmental benefits of electric traction.

NON TRANSPORT

AMBERLEY PUBLISHING

A2069 Britain's Coastal Road Bridges

£15.99



There are thousands of road bridges found all over Britain with many being found in and around its coastline. In Britain's Coastal Road Bridges, transport historian Mark Chatterton takes the reader on a clockwise journey around the coast of Great Britain, looking at all the main road bridges found there. Starting at the Queen Elizabeth Bridge on the river Thames, the author looks at the road bridges that cross our main rivers and their estuaries, as well as those connecting islands to the mainland. The book includes well known bridges like the Humber, Severn and Forth road bridges, as well as some of the

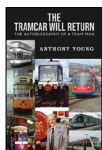
more obscure bridges like the Bridge of Tongue and the Whitby Swing Bridge. The history, architecture, and construction details of each bridge is examined. Illustrated with over a hundred colour photographs, this book is a fascinating guide to Britain's coastal road bridges.

TRAMS & LIGHT RAIL

AUSTIN MACAULEY PUBLISHERS

AMP55 The Tramcar Will Return

£15.99



Electric tramways formed the backbone of most towns and cities in the first half of the twentieth century. But when they got in the way of cars, they had to go. People loved their trams, they took them to school, to work, to go shopping, to the cinema and to football matches. When the last Glasgow tram ran in 1962, 250,000 Glaswegians braved the pouring rain to say goodbye. 30 years later, trams were re-invented to help combat congestion and environmental impacts of the car. Both eras are covered in this book by an engineer who witnessed the demise of the tram and its revival, playing a major role in getting trams back into Manchester in 1992. Now trams are running again in London, Edinburgh and cities in between.

This is a personal story about the last tramways in Britain and the new generation of light rail systems. It is interlaced with stories of tramways in the UK, Europe and beyond, gained when working as an international light rail consultant.

RECENTLY PUBLISHED TITLES

ROBERT SCHWANDL PUBLISHING

MET75 London Underground Album Vol 2 Tube Lines

£22.00



This is the second volume in a trilogy exploring the different styles of stations on the world-famous London Underground. This volume covers all the stations of four of the so-called 'Tube' lines: Central, Waterloo & City, Bakerloo and Jubilee Line, i.e. those lines that lie in tube tunnels deep under central London - on the outer routes these lines also mostly run above ground. The stations on these lines include classic tube stations from the beginning of the 20th century, suburban stations from the 1920s and 1930s that were partly taken over by railways, but also modern underground stations from the 1990s. London author Andrew Phipps presents each station with a brief description and several current colour images.

MET74 Tram Atlas Deutschland/Germany 6th Edition

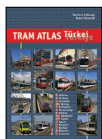
£25.00



For the sixth edition, our popular Tram Atlas Germany has been completely revised. The network maps have not only been updated, but also optimised for better legibility. Many of the detailed city centre track maps have been expanded and several others have been added. The current rolling stock is again listed in the form of clear table charts.

MET77 Tram Atlas Turkey

£17.00



This illustrated bilingual atlas presents all tram and metro operations in Turkey: Adana, Ankara, Antalya, Bursa, Eskisehir, Gaziantep, Gebze, Istanbul, Izmir, Izmit, Kayseri, Konya, Mersin & Samsun. There is a detailed network plan for each city, with all stops, single-track routes, loops, depots, etc. Short texts describe the special features of the individual companies. Most current vehicle types are represented in colour photographs.

SILVER LINK

S4582 Trams & Recollections 124 Edinburgh 1956

£11.99



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

STENLAKE PUBLISHING

ST969 Aberdeen by Tram in Photographs by ENC Haywood

£12.95



Using previously unpublished photographs by the late ENC Haywood, this new book celebrates his love of trams and the city of Aberdeen, which he visited at least once a year to visit relatives. On his journeys between his native Nottingham and Aberdeen in the late 1940s, 50s and 60s, he photographed the UK's surviving tram networks, railways and other industries. Aberdeen trams were close to his heart, perhaps because the city had purchased many of Nottingham's trams when its network closed in 1936. Aberdeen's trams stopped running in 1958. Mr Heywood was a proficient photographer who understood good composition. Although he was interested in trams, his photographs feature plenty of background, so the book works in its own right as a collection of beautifully taken street scenes of Aberdeen's city centre and outlying districts at this time.

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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.

RAILWAYS

AMBERLEY PUBLISHING

A1021 Australia's Last Steam Railways- The South Maitland and Richmond Vale Railways

£15.99



The South Maitland and Richmond Vale Railways together formed an extensive network of standard gauge lines serving collieries in the New South Wales coalfields. The first section opened for coal traffic in 1893, with passenger services being introduced on part of the growing SMR system from 1902. The New South Wales Government Railways took over passenger services from 1930 until 1961, following which the SMR continued with diesel railcars until 1972. The RVR also operated passenger trains for miners until 1959. The

railways used a fleet of British-built steam locomotives, ranging from six coupled saddle tanks to several originally built for use in the Mersey Tunnel, and thirteen ROD tender locomotives constructed for use in France during the WWI. However, the last working locomotives were a fleet of Beyer Peacock 2-8-2 tank locomotives. Steam operation ended on the South Maitland system in 1983, leaving the Richmond Vale operation as the last commercial steam working in Australia until 1987.

A210X Class 37 Locomotives in Scotland

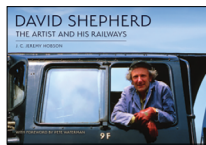
£15.99



Class 37 Locomotives were introduced to British Rail from 1960 onwards and eventually numbered 309. In Scotland, they were initially allocated to Eastfield and Polmadie depots in Glasgow and Haymarket Depot in Edinburgh. They became known as Type 3s and were used for both passenger and freight services. In later years, during the privatisation era, the Class 37 fleet became dedicated to various coal workings in the Ayrshire and Lothian areas. A number of the class were also upgraded at Crewe Works in the mid-1980s with electric train heating (ETH) for the West Highland and North Highland routes. This book covers the class from the mid-1970s in the BR era, through sectorisation and onto privatisation and beyond. The locos performed reliably and worked all over Scotland. Some are now preserved at various heritage lines throughout the United Kingdom.

A1881 David Shepherd: The Artist and his Railways

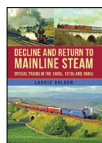
£19.99



The artist and conservationist David Shepherd had a life-long interest in railways. They were not only the subject of many of his paintings but he also actively supported railway preservation in the UK and abroad. He was instrumental in setting up the East Somerset Railway and owned a number of steam locomotives, the most famous of which were Class 9F Black Prince, later sold to the North Norfolk Railway, and BR 4MT The Green Knight, later sold to the North Yorkshire Moors Railway. In this book JC Jeremy Hobson, professional author and David Shepherd's youngest son-in-law, has drawn on access to family archives, paintings, drawings and photographs, private diaries and reminiscences, to create a unique portrait of a remarkable man's life-long interest in railways with examples of his stunning paintings of steam locomotives.

A1909 Decline and Return to Mainline Steam- Railtours in the 1960s, 1970s and 1980s

£15.99



In this book Laurie Golden recaptures these exciting years of railtours on Britain's railways where so much was changing so fast, steam disappearing, lines closing and the old infrastructure being swept away, including mechanical signalling. With approximately half of the photographs representing the rundown of steam operation in the period 1963 to 1968, and the rest of the photographs capturing the era of the return to steam on the national network for railtours in the 1970s and 1980s, this book is a portrait of an era that is now part of the history of our railways.

A1105 Great Railway Journeys: Flying Scotsman Route to Edinburgh

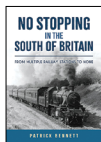
£15.99



This is the latest book in Roger Mason's popular series documenting Britain's greatest railway journeys. This time focusing on The Flying Scotsman Route to Edinburgh.

A1511 No Stopping in the South of Britain- From Multiple Railway Stations to None

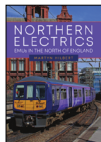
£15.99



During the railway mania of the nineteenth century many places gained more than one station, and not just in the big cities. Many small settlements ended up with two or even three stations. This was almost always as the result of competition between the railway companies, anxious to secure more business for themselves, though there were exceptions. As the railway network continued to grow and develop, many of these locations ended up with no stations at all. This is the lavishly illustrated story of these unfortunate places in the southern part of Britain that were once so well provided and are now bereft.

A191X Northern Electrics- EMUs in the North of England

£15.99



In this book Martyn Hilbert presents a pictorial survey of Electrical Multiple-Units in the North of England, from Staffordshire to the Scottish borders, Doncaster to Tyneside and including the conurbations of Merseyside, Greater Manchester and Leeds/Bradford. The period covered runs from the late 1970s to the present day. The first EMUs were introduced on Britain's railways more than a century ago and following nationalisation of the railways in 1948 British Railways began a gradual process of electrification which accelerated after the Modernisation Plan in 1955. In the 1970s BR started building its second-generation EMUs and by the 1990s the first of a third-generation of EMUs entered service as the railways began to be privatised. All those who wish to know more about Britain's railways in the last five decades will find this book of interest.

A2353 The Changing Rail Scene in South Wales 1990s–Present

£15.99



South Wales has long been a popular destination for railway enthusiasts, and this book documents the many changes to the region's rail scene in the last 30 years. The area's industrial heartland has ensured a continuous procession of trains carrying a variety of freight traffic. On the passenger front, most Welsh services have been in the hands of Arriva, under their 'Arriva Trains Wales' branding. More recently, these services have been rebranded as 'Transport for Wales'. The electrification of the Great Western Main Line from London Paddington to Cardiff has seen the end of the ever-popular High Speed Trains on services to the UK capital. The long-serving 'Pacers' have also gone and there have been motive-power changes in the Valleys as well as on the main line.

A1461 The Pontop & South Shields Railway

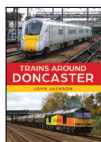
£15.99



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

A1779 Trains Around Doncaster

£15.99

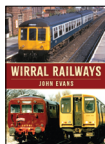


The South Yorkshire town of Doncaster has long been a hotspot for railway enthusiasts. A glance at the railway map and it's easy to see why. With its prominent position on the East Coast Main Line, it is also an important passenger interchange for a variety of destinations around Yorkshire and Humberside. With no fewer than seven different passenger operators calling at the station, there's plenty of variety on show. Doncaster's freight traffic may have suffered as a result of the twenty-first century downturn in coal movements, but there's still plenty on offer, with all the major rail freight operators making regular appearances in the area. In this publication we take an in-depth pictorial look at what the town's railways have to offer in the twenty-first century.

RECENTLY PUBLISHED TITLES

A1972 Wirral Railways

£15.99



The Merseyrail service on the Wirral gets plaudits for its service levels, but this is nothing new. The lines to West Kirby and New Brighton from Liverpool are remarkable for their pastoral, seaside locations and the fact that they were electrified as far back as 1938. This book shows the Wirral lines in action over the past fifty years, including special trains, the centenary open days and normal trains. In recent years the electrified network has been extended to Chester. Today the line is the location of some of Britain's oldest trains – all are more than forty years old. But new trains are being tested and will shortly be introduced. The line is seldom featured in books, but here is celebrated with 180 previously unpublished photographs.

CAPITAL TRANSPORT PUBLISHING

CA489 London Underground Station Encyclopaedia - 2nd Ed

£50.00



This is a second edition of the publisher's biggest book ever, updated to mid-2024. The foremost author on London Underground stations provides histories and details of every one of the 272 stations served by the Underground. In its 416 large pages, you will find all significant dates for each one, station descriptions and over 1000 colour photographs showing key design features. A delight to look through from cover to cover, it is also a valuable reference work for finding key facts on any of the stations.

CA486 Tiles of the Unexpected Underground- Second Edition

£40.00



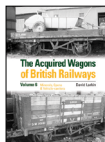
At the start of the Twentieth Century, London Underground passengers had become used to seeing platforms finished in plain white tiling, with posters providing the only colour. Then the Yerkes Tubes opened with platforms decorated with coloured tiles in patterns unique to each station. This major and detailed study of these patterns, and the work involved in uncovering them in some cases, was originally published by the author in 2007, along with a separate folder of posters. Now the

book on its own will be available in a new edition from Capital Transport. If you have the original, it may not be worth buying this one also, but for those who missed it, here is a second chance to buy. The print run is limited.

CRECY

CR307 Acquired Wagons of British Railways Vol 6- Minerals, Opens & Vehicle-Carriers

£25.00



The sixth volume in the series examines a varied and interesting range of wagons, many of which were designed and dedicated to quite specific traffic flows. These include the pre-1923 Minerals and large wooden/steel designs including those designed for the carriage of coke and 7 and 8-plank open wagons for general merchandise loads. Also included in this volume is a group of wagons which could be loaded with vehicles or other similar loads. This included the Lowfit types, together with the associated

4-wheeled car-carrying wagons and the heavier-duty designs, such as the Lowmac, the Hymac, the Rectank and the Warwell. This volume concludes with coverage of a diverse group of open wagons for specialist loads such as bricks, glass, roadstone, sand, sleepers, soda ash and sulphates.

CR292 British Railways Freight Terminals Since 1960

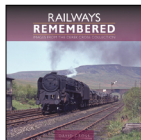
£25.00



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

RECENTLY PUBLISHED TITLES

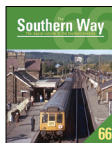
CR296 Railways Remembered: Images from the Derek Cross Collection £22.50



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

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

CR305 Southern Way Issue 66 £14.95



The Southern Way is essential reading for all who interested in the SR and those modelling it. Among the features in this issue are: The LSWR '700' Class; Class 4L4V EMUs; Cranbrook & Paddock Wood Railway; Southern Steam Survival; Southern Stations on the Withered Arm.

GREAT NORTHERN BOOKS

GN770 Yorkshire Railways from Steam to Modern Traction £22.50



Thirteen years elapsed between the publication of British Railways' Modernisation Plan and the end of steam services on the national network. In this period, modern traction worked alongside steam engines and was captured by enthusiasts across the country. Yorkshire offers an interesting insight into the changeover during the mid-to late 1950s and much of the 1960s, as both forms of traction worked side-by-side on the main lines and branches with both passenger and freight trains. The county was also affected by

several other features of the plan, such as line closures, station rebuilds and infrastructure improvements. Over 200 colour and black-and-white images present this changing scene in the 1950s and 1960s. Locations across Yorkshire include: Alne; Ardsley; Arthington; Barnsley; Batley; Beverley; Bradford; Bridlington; Doncaster; Halifax; Harrogate; Hellfield; Holbeck; Huddersfield; Hull; Leeds; Mirfield; Normanton; Penistone; Rotherham; Scarborough; Selby; Sheffield; Wakefield; Whitby; York.

GRESLEY BOOKS

GB418 Crewe Works - A Celebration of Steam £39.99



Crewe Works – A Celebration of Steam by Keith Langston is not intended to be a source of detailed steam engineering practices but is a comprehensively illustrated record of steam locomotive building and maintenance at Crewe Works. Fortunately, important engineering work was still carried out at Crewe Works in 2023. Given the reduced size of the works, and reduction in numbers employed, it would not be unfair to say that the once 'beating heart' of the town is at least a 'discernible pulse'.

GB422 Diesel And Electric Locomotives Around the UK in the 80s £30.00



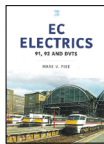
Roger Rounce presents a round-the-UK tour of diesel and electric locomotives from Devon and Cornwall right the way up to Scotland and covering everything else in between. Informative and entertaining, Diesel and Electric Locomotives Around the UK presents images of diesel and electric engines that many are lucky enough to remember seeing in their heyday and which many will wish they had. The locomotive names, liveries and locations featured will bring back

many fond memories and will hopefully offer something new for even the most ardent enthusiast. Chapters include: 'The Badger' at Kings Cross; Inside 'the factory' at Old Oak; Changing locos at Mitre Bridge; 'The European' at Shenfield; Class 58s at Euston; The late Queen Elizabeth at Chelmsford station; Vic Berry's scrapyard; St. Blazey, Fort William, Gatwick Airport station. and more.

KEY PUBLISHING

K2826 AC Electrics 91, 92 and DVTs

£16.99



Carrying on from his first EC Electrics volume, which focussed on classes 86, 87, 90 and Driving Van Trailers (commonly known as DVTs), this book examines classes 91, 92 and DVTs around the UK. The British Rail (BR) Class 91 is a high-speed electric locomotive, which was ordered as a component of the East Coast Main Line modernisation and electrification programme of the late 1980s. The BR Class 92 is a dual-voltage electric locomotive, which was designed specifically to operate services through the Channel Tunnel between Great Britain and France.

K2827 Classes 20-27

£16.99



By far the most reliable of the many types of early British Railways diesel locomotives, the Class 20s (originally known as Type 1s) were introduced in 1957 and grew to a 228-strong fleet. Mostly used on freight trains, the locos could eventually be seen over almost all of the BR network and, even to this day, some are still in service almost 70 years later! Four Type 2 classes followed, built with local passenger and freight trains in mind. From 1958, 151 Class 24s came to the Southern Region but were better known further north. The more ubiquitous Class 25 was a development of the Class 24, with 327 produced between 1961 and 1967, while Classes 26 (47 members) and 27 (69 members) were further offshoots again, making their home in Scotland. Several examples of each have been preserved and can now be found across the scope of Britain's heritage railways. Over 200 colour images take each class from the latter part of their careers to their modern use in the present day.

KE823 Railways of Central Scotland - 40 Years of Change

£15.99

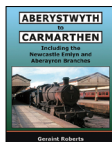


The last two decades have seen many changes to the railways of Central Scotland with different ownership of passenger franchises and new locomotives and rolling stock for both passenger and freight. These changes have intensified over the five years covered in this book with the main feature being an extensive programme of electrification giving no fewer than five electrified routes between Edinburgh and Glasgow. This volume, illustrated with over 180 colour photographs and including a wide variety of trains and liveries, looks at the sweeping changes that have taken place on the ever-changing railways of Central Scotland in the last five years.

LIGHTMOOR PRESS

BDL40 Aberystwyth to Carmarthen Including Newcastle Emlyn and Aberayron Branches

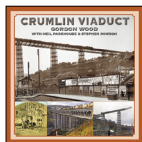
£40.00



In railway terms, a journey from Aberystwyth south involves a lengthy detour via Shrewsbury. Once there was a more direct route. Like many of Britain's railways, it evolved haphazardly, depending on funding, topography and land purchase. What was referred to as the Aberystwyth to Carmarthen railway, was created by the endeavour of three companies that culminated in a network consisting of one line between the two towns, and two quiet branches to Newcastle Emlyn and Aberayron. Even under the dreaded Beeching axe the line did not go quietly, and part of it was used for dairy and other goods traffic until 1973. Geraint Roberts has researched the history of the railway and provides a story of the rise and fall of this quirky line, with the help of newspaper reports, reminiscences from two British Railway firemen and numerous illustrations and signalling diagrams. He explains the rationale behind the route and the names of the companies that built it, and their ambitions, successes and failures.

BDL39 Crumlin Viaduct

£60.00



This is the story of a brilliant but flawed engineer, who built a brilliant but flawed bridge. Thomas W Kennard is both the hero and villain of this book, a man who, in 1852 – just over two decades after the Rainhill Trials – accepted a verbal contract from the Newport, Abergavenny & Hereford Railway Company to build an enormous viaduct 1,500 feet long and rising up to 200 feet above the Ebbw Valley. Constructed almost entirely of iron and completed in 1857, the finished viaduct was a thing of grace and beauty, and the pride of the Ebbw and Kendon valleys which it spanned. Kennard, however, had proved obstructive and uncommunicative during the construction, constantly running short of money and pressurising the company for extra payments.

RECENTLY PUBLISHED TITLES

BDL43 English Narrow Gauge Album Volume 2

£35.00



The second of two volumes covering featuring the extraordinary breadth and individuality of narrow gauge railways in England. All profusely illustrated to show the variety of steam locomotives and their operating environment, with many historic pictures never published before. This volume includes chapters on the industrial railways of Devon and Cornwall, the Lynton & Barnstaple Railway, the Hampton & Kempton Waterworks Railway, Jersey Railway, Chatterden & Upnor Railway, Post Office Railway, Wolverton & Stony Stratford tramway, Snailbeach Railway, Ashover Light Railway, Furzebrook Railway, Beyer,

Peacock, Fletcher Jennings and Betchworth Quarry, Northamptonshire Ironstone Railways and early preservation initiatives.

BDL41 Private Owner Wagons: A Seventeenth Collection

£25.00



A Seventeenth Collection follows on the tradition of the previous volumes in this series in covering a wide range of Private Owner wagon operators from across England and Wales and carrying a diverse range of products. As with the previous volumes a resume of each operator's business is given as fully as possible to give some idea as to how long the wagons may have been seen in traffic. Some were to be seen on the railway system for many years if the business was a success. Some liveries were short-lived if the business failed or if partnerships were dissolved and the wagon re-branded. As with the previous

volumes A Seventeenth Collection adds to the knowledge of many small businesses using rail transport and as such is of interest to social, business and railway historians as well as to railway modellers.

MAINLINE & MARITIME

MM726 Far Tottering and Oyster Creek Railway

£11.95

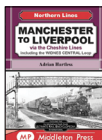


A 56 page A4 softback album describing in words and pictures the history of this eccentric creation by Rowland Emmett for the 1951 Festival of Britain, and its subsequent history as a more conventional miniature railway.

MIDDLETON PRESS

M5688 Manchester to Liverpool - via the Cheshire Lines, including the Widnes Central Loop

£19.95

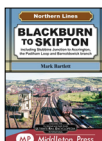


The Cheshire Lines Committee was a tripartite joint venture between the Great Central, Great Northern and Midland Railways which operated in the North-West of England and was the largest jointly owned railway in the UK. Its main line between Manchester and Liverpool opened in 1873 and was an immediate success. The line was one of the first in the world to use a clock-face timetable with expresses departing in either direction every hour at 30 minutes past the hour throughout the day. In 2023 most of the original

intermediate stations still served their communities, whilst five extra stations had been added to the route since 1934 reflecting population growth. The Liverpool suburban section had been subsumed by Merseyrail. The line's once heavy freight traffic had disappeared except for trains serving Trafford Park Container Terminal.

M5685 Blackburn to Skipton including Stubbins Junction to Accrington, the Padiham Loop and Barnoldswick Branch

£19.95



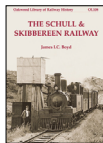
The Lancashire and Yorkshire Railway had several routes that converged end on with the Midland Railway route from Skipton at Colne. The history of these lines is of course more complicated as the two large pre-grouping railway companies took over various lines whose promoting companies had been absorbed by ever larger railways. Once busy with freight and excursion traffic, as well as local passenger trains, many of these lines closed in the 1960s and 1970s but the Blackburn to Colne line has survived and the campaign to

reopen the Colne to Skipton route continues. This volume looks at the stations, routes and traffic from the Victorian era to the present day.

OAKWOOD PRESS

OA772 The Schull & Skibbereen Railway

£25.95



This is a straight reprint in softback of the Oakwood book first published in 1999 as a hardback, albeit with a new front cover image. Boyd's book was built on a previous book on the subject by AT Newham, published in 1964. The Schull and Skibbereen Railway operated in Ireland's West County Cork but is more aptly called a Tramway. The story of this light railway has been variously described as colourful, eventful and fascinating.

Originally conceived of as two railways, botched construction began in 1885, and the line opened in 1886, only for service to be suspended in 1887 for a year. Although things settled down after 1916-1925, the railway was greatly affected by broader political events in Ireland. Although Ireland did not participate in WW2, the shortages it brought impacted the railway. It became part of CIE in 1945 amidst a fuel crisis, resulting in passenger services being withdrawn and abandoned in 1956. With nineteen chapters and four appendices

PEN & SWORD

P5746 George Hudson: The Railway King

£29.99

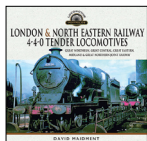


George Hudson was the greatest British railway entrepreneur of the 19th century. In 1848, he controlled over 1,000 miles of railway and, when it came to railway promotion, it seemed he could do no wrong. However, in early 1849 it came to light that some of his business methods had been less than ethical and he was forced to relinquish the chairmanship of each of his companies. His fall from grace was spectacular and his detractors, were quick to denounce him as a fraudster. Even today, when the name George Hudson is mentioned, these same insults are often levelled at him. This new biography

takes a fresh look at Hudson's extraordinary life, from his humble beginnings as a farmer's boy, to becoming Lord Mayor of York before catching the railway bug. After his fall from grace, Hudson endured a 20-year court battle with the York and North Midland Railway for outstanding debts. Hudson made many mistakes in creating his railway empire, but did he deserve all the vitriol that still accompanies his reputation?

P3680 London & North Eastern Railway 4-4-0 Tender Locomotives: Great Northern, Great Central, Great Eastern, Midland etc

£30.00



This first volume on the LNER 4-4-0 locomotives describes the design, construction, history, operation and performance of the Great Northern, Great Central and Great Eastern examples, classified by the LNER at the Grouping as classes, D1 - D4, D5 - D12 and D13 - D16, respectively. It covers from their emergence in the late nineteenth century to their demise in the mid or late 1950s and their performance at their peak operation times, mainly in the inter-war years of LNER ownership. It also includes the former Midland & Great Northern Railway engines that were later absorbed by the LNER as classes D52 - D54.

PS558 London's Underground Since 1985 - A Journey in Colour

£25.00



Jim Blake's second volume of his photographs featuring the London Underground cover the period from 1985, shortly after the Thatcher regime's destruction of London Transport and its re-birth as London Underground Ltd., to 2021 when the Northern Line gained its new branch from Kennington to Battersea Power Station. This was a turbulent time in the system's history, encompassing the withdrawal of the last pre-war passenger rolling stock (in 1988) and then the abolition of two-person operated trains at the beginning of 2000.

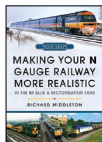
Jim's photographs concentrate on the older types. The contrast between the late 1980s/early 1990s and today's Underground is very clear in Jim's photographs featured here, most previously unpublished. It is unfortunate that further improvements, not to mention long-planned extensions to the system, continue to be frustrated by government spending restrictions at the time of writing.

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.

P6724 Making Your N Gauge Railway More Realistic: In the BR Blue and Sectorisation Eras

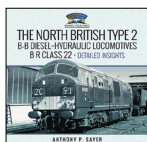
£29.99



There is much focus on absolute accuracy with regards to locomotives and rolling stock but far fewer modellers in general pay attention to prototypical accuracy and replicating authentic railway operations in miniature. Operating your layout in a realistic fashion is not only more authentic, but it can also be an enjoyable pastime in its own right. It gives purpose to the movement of every train on the layout and, if it involves co-operation between more than one operator, involves teamwork and good communication which can be immensely satisfying. Finally, realistic operation is supported by many other factors, a sense of time and setting, sensible track layout, correct placement of signals, the proper formation of trains, realistic civil engineering, and layout 'clutter'. These all add to the overall atmosphere and setting of a real or fictional railway, tying it to a time and place, and making the whole ensemble more authentic and thus making the whole experience feel more 'real'.

P7827 North British Type 2 B-B Diesel-Hydraulic Locomotives BR Class 22 Volume 2 Detailed Insights

£28.00



This book, the second of two, builds on the overview of the class provided in Volume 1, and makes extensive use of available archive material and the personal observations of numerous enthusiasts. Previously unpublished information, covering the performance issues of these locomotives, form a central focus, together with details of fire incidents and accidents. Liveries and detail differences are given in-depth treatment to illustrate that there really were reasons and a logical progression behind the complicated series of design modifications applied to the

Class. Volume 2 concludes with sections on storage, withdrawal and final disposal.

P3670 Taking the Train: Two Centuries of Railway Travel

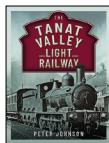
£25.00



The book looks at rail travel from the passenger's point of view, beginning when a coach drawn by horses, rumbled down the newly laid tracks linking Swansea to Mumbles in 1807 and takes the reader right up to the present day. It was not long after that first service opened in Wales that the first steam passenger trains began to operate. The story broadens out from the first inter-city line connecting Liverpool to Manchester to spread first around Britain and eventually spread across the world. The book paints vivid pictures of how travel seemed to passengers in different countries, drawing on many first-hand accounts. The early days offered little in comfort – third class passengers had to make do with carriages that were simply open trucks. Gradually conditions improved and eventually there was an age of luxury travel epitomised by the famous Orient Express. Every aspect of rail travel is looked at, from tragic tales of fatal accidents to the role of railway travel in films and books.

P3967 The Tanat Valley Light Railway

£25.00



Situated in the Welsh borderland to the West of Oswestry, the scenic Tanat Valley reached westwards into Wales, its Llangynog terminus nestling where the road starts the climb over the Berwyn mountain range towards Bala. The Tanat Valley Light Railway is a true child of the 1896 Light Railways Act, promoted by the Oswestry Urban District Council the following year to take advantage of the grant-making facilities of that legislation. Because it took so long to obtain powers, and it was not opened until 1906, the Light Railway never really fulfilled its potential. Operated initially by the Cambrian Railways, it was not heavily worked, although it benefited from pipe traffic generated by renewals of Liverpool Corporation's Vyrnwy reservoir pipeline. Although closure came in stages during the 1950s, and was deemed to be complete in 1960, a short section of track remains in situ at Porthywaen.

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.

RECENTLY PUBLISHED TITLES

P4517 Upgrading the Isle of Wight's Railway: All Change at Ryde £25.00



In 2019 it was announced that the Isle of Wight's iconic 1938 Stock tube trains were to be withdrawn and replaced with a 'new' fleet of refurbished ex-London Underground trains, as part of a wider project to upgrade the Island's ageing railway infrastructure. This book examines in detail the events that followed: the infrastructure works, the withdrawal and disposal of the old trains, and the development and introduction of their replacements – all of it carried out in the midst of a global pandemic. What went wrong, and what went right? What would happen to the 1938 Stock? And would the new trains even fit through Ryde Tunnel...? In writing this book the author has been able to draw upon unique insights provided by some of the key figures involved in the Island Line upgrade, as well as by the current owners of many of the withdrawn 1938 Stock units.

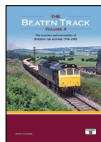
PLATFORM 5 PUBLISHING

PF419 Railways of South West London: Lines from Waterloo £21.95



An illustrated survey of Waterloo Station and the train services that operate to and from the famous terminus. The book starts with a history of the station and a description of its layout and facilities. This is followed by a summary of the rolling stock used on services out of Waterloo, and descriptions of each of the routes served within the London Travelcard area, including historical information and a summary of passenger and freight services. The book features a wide selection of recent photographs, along with a few archive images from the British Rail era and several route maps. A4 size. 96 pages.

PF428 The Beaten Track Volume 4: The Traction and Extremities of Britain's Rail Network 1970-1985 £35.95



The Beaten Track Volume 4 – a fourth 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.

PF429 The Final Years of the Woodhead Route 1977-1981 £21.95



The railway between Manchester and Sheffield via Woodhead was one of the first long-distance routes in the country to be electrified and travelled through some dramatic and scenic landscapes. It also connected several important industrial locations on both sides of the Pennines, providing plenty of visual interest. Accomplished photographer and author, Michael Rhodes, explores the full course of the electrified line during the last few years of its working life, plus several further visits after its closure to record the remnants of this once-vibrant railway. From the derelict Sheffield Victoria station in 1977, to observations at Wath, Tinsley, Penistone, Dunford Bridge, Dinting, Guide Bridge and Reddish, to name but a few, Michael records the relentless decline from 1977. This photographic collection illustrates the line and its key connections during that time. A4 size. 96 pages.

RCTS

RC241 Observing the Railways in 2023 £25.00



This title is the second in the annual book of images taken by RCTS members for a calendar year and depicting developments and events on Britain's network. It covers the year of 2023. Extended captions accompany each full page colour picture.

STENLAKE PUBLISHING

ST973 Aberdeenshire's Railways

£11.95



This new book is centred on previously unpublished photographs by the late ENC Haywood. Although a native of Nottingham, he visited Aberdeen at least once a year as he had family connections there. These holidays had a dual purpose, as he would also use the opportunity to photograph trams and railways en route and at his destination. Mr Haywood was a good photographer who could compose a photograph well. More than this, he understood what he was looking

at, so while there are many photos of locos at station, there are also images like old GNSR signs being used to edge a potato field! By the time of his visits, most of the county branches had closed except for the Deeside Line and the Fraserburgh and Peterhead Branch. Locations include Ballater Station and Signal Box, Aberdeen, Schoolhill, Kittybrewster, the Waterloo Branch, Aberdeen Gas Works, Woodside, Bucksburn, Kintore, Inverurie, Peterhead, Fraserburgh, Cairnbulg and St Combs. The front cover image is Inverurie Works scrapyards in June 1962.

ST974 Banffshire's Railways

£11.95



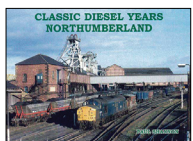
Companion to the volumes on Morayshire and Aberdeenshire this book is the third collection of unpublished photographs by the late ENC Haywood of railways in the north east. Although he lived in England, Haywood visited Aberdeen at least once a year and took the opportunity to explore the local railways from his temporary base. This collection comes from four visits he made to Banffshire:

1956, 1962, 1964 and 1968. Locations include Buckie Station (front cover image),

Banff, Craigellachie, Towiemore Halt, Keith (Town and Junction), Grange, Cairnie Junction, Knock, Glenbarry, Tillynaught, Bridgefoot Halt, Golf Club House Halt, Portsoy, Tochieneal, Cullen, Portknockie, Findochty and Portessie.

ST977 Classic Diesel Years Northumberland

£11.95



This latest volume in the Classic Diesels series features the northern English county of Northumberland, occasionally straying into neighbouring Cumberland or Durham when appropriate. It focuses mainly on the 1980s when the first generation diesels held sway. Serving ten collieries, an opencast and Blyth power station, freight traffic at this time was dominated by coal and this traffic helped some of the network survive longer. The photos in the book reflect the nature of

the county, industrialised and built-up in some areas and other parts very rural. Locations shown include Ashington Colliery, Brampton Fell, Newcastle, Blaydon, Hexham, Haltwhistle, Heaton, Benton Quarry Junction and more.

ST978 Morayshire's Railways

£11.95



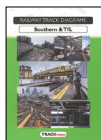
Nethy Bridge, Inverness-shire, is the front cover scene and is one of the locations featured that is not in the old county of Moray. Boat of Garten, Ballindalloch, and Craigellachie are in nearby Speyside. Going further afield, there is Inverness, Kyle of Lochalsh and the Far North line to Wick and Thurso. In Moray itself, Rothes, Longmorn, Elgin (East and West), Lossiemouth, Broomhill, Forbes and Lossie Junction are featured. The late ENC Haywood, a native of Nottingham, visited north east Scotland at least once a year, often taking a circuitous route to travel

and photograph railways that interested him. The photos in the book span the last days of steam and range from 1954 to 1968, with the majority being from the 1960s.

TRACKMAPS

QM717 Railway Track Diagrams 5 Southern & TfL 5th Ed

£17.95



Southern & TfL covers the area of Network Rail's three South East Routes, the Overground, Underground, Docklands Light Railway, London Trams and a number of Heritage and leisure lines. This edition includes the Channel Tunnel Rail Link and Eurotunnel in their entirety from St Pancras to Calais plus Crossrail. Now in its 5th edition, the first having been published back in 1994. A4 softback, 72 pages.

TRANSPORT TREASURY PUBLISHING

TT176 Eastern Times - Issue 4 June 2024

£12.95



Articles in this issue include: introduction; A Day to Remember; LNER Locomotive Mileages and Availability in the War Years; Colwick – A forgotten great northern epicentre; The 'Alpine' Route – linking Halifax, Bradford and Keighley (part 1); The West Riding; A funny looking engine; My Trainspotting Odyssey – 1958; No. 2395 Britain's mightiest locomotive; Eastern Region Totem Signs – the scarcest of them all; Deltic Days at Kings Cross; The Headshunt.

TT170 Merseyside and West Cheshire Railways 1965-1990

£18.95



This selection of images from the author's camera, mostly in colour, takes a generous view of the Merseyside and West Cheshire boundaries. As well as Liverpool, Birkenhead and Chester, other featured locations include Allerton, Crewe, Frodsham, Garston, Helsby, Hooton, Moore, Northwich, Olive Mount, Runcorn, Warrington and Widnes, and there are also glimpses of Arpley, Bidston, Burscough, Cronton, Earlestown, Ellesmere Port, Padgate, Rock Ferry, Rufford, Southport, St Helens and Weaver Jct. The trains pictured, more than half featuring steam locomotives, range from a steam-age Jinty 0-6-0T shunting coal trucks at the site of Liverpool's original 1830 Crown Street station, to an electric tilting Advanced Passenger Train on the West Coast Main Line at Winwick Jct.

TT181 Midland Times - Issue 5 July 2024

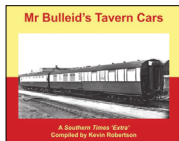
£12.95



The fifth edition of Midland Times contains more articles and photographs from the LMS/BR(M) region. CONTENTS; Introduction; LMS Accidents and Breakdown Cranes; Express freight on the former GSWR route; My Trainspotting Odyssey (part 2); The carriage of goods by rail; Midland Railway 'Flatiron'; The Beyer-Ljungstrom Turbine Locomotive; LMS motive power depot codes after 1935; The Midland Railway's Swansong; Collision at Chapel-en-le-Frith; Blackpool's Railways; 49509 at Huddersfield; Far reaches of the LMS; 46246 at Cheddington; The Platform End.

TT166 Mr Bulleid's Tavern Cars

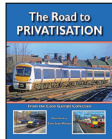
£18.95



There have probably been more books written on the life and work of OVS Bulleid than any other CME from the steam age. His locomotives probably having received more than their fair share of criticism – and praise. Similarly, it must not be forgotten that he also designed a considerable amount of passenger rolling stock the most controversial of which were the Tavern/Restaurant sets dating from 1949. Styled internally and to an extent externally in the form of 'Ye Olde Inn' and with the Restaurant cars having no windows to discourage diners from lingering after their meal, they courted controversy right from the first day they were presented to an unsuspecting public at Waterloo in May 1949. So, were they really as bad as we have been led to believe? This is the first book devoted solely to just 'eight pairs of carriages' attempts to find out.

TT112 The Road to Privatisation

£18.95



In the mid-1990s, our railway system arguably underwent the greatest period of upheaval since nationalisation, almost five decades earlier. In a slightly ironic twist, that upheaval represented a complete reversal of what had happened in 1948. Between 1994 and 1997, the unified system was broken up and transferred to the private sector – passenger services to 25 franchisees, freight operations to seven independent businesses, rolling stock to three leasing companies, and track, stations and other assets to a new infrastructure operator. That upheaval continued in the years ahead, with franchises changing hands, and freight operators restructuring and consolidating. Whatever one thinks about the privatisation process, it was undoubtedly a fascinating time on our railway network, with the BR sector identities and colour schemes giving way to those of the multiple new operators. Using images from the collection of the late Colin Garratt, this book provides a visual record of that unique period of change.

TT352 Scottish Diesels in the 1980s

£17.50



British Rail's Scottish Region was somewhat set apart from the rest of the system and not just in a geographical sense. During the 1980s, it still had two classes of diesel locomotive that couldn't be found anywhere else in Britain (the so-called 'MacRats', class 26s and 27s) plus the added attraction of loco-hauled passenger trains that ran through spectacular scenery. The weather might not always have been so attractive (nor the summer season midgets!) but these elements helped to make the country a place of pilgrimage for many railway enthusiasts from the south. Using mostly images from the Arthur Turner collection, *Scottish Diesels in the 1980s* is a reminder of a time when the loss of steam traction from the network had largely been forgotten, and when a new form of interest in the succeeding (though ageing) types of diesel locos was now very evident.

TTP77 Southern Times - Issue 9 Summer/Autumn 2024

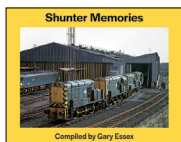
£12.95



Southern Times is the new quarterly periodical for followers of the Southern Railway, British Railways Southern Region, as well as the pre-grouping companies; LSWR, SECR, LBSCR, and SECR. Quarterly publication, 80 pages packed with articles and images that are Southern related including where possible, unseen views in every issue. Articles covered in this issue are: Original colour around Nationalisation; The South Eastern from Ashford to Dover and coastal problems for William Cubitt. Part 2; Cycling on the Southern; The SECR 'J' class tank engines; By Withered Arm from Barnstaple Junction to Halwill Junction via Torrington; Farnborough Air Show Traffic; Stephen Townroe's colour archive: The 1952 Shawford derailment; In and around Fratton; The Elham Valley line; Treasures from the Bluebell Railway Museum; The 1948 Southern Region Locomotive Building Programme; From the Footplate 78.

TT355 Shunter Memories

£17.50

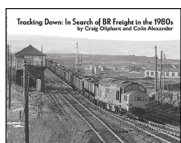


Discover the enduring legacy of the 08/09 class shunters, the stalwart workhorses of the British railway network. From their origins in the bustling railway workshops of Derby, Doncaster, Darlington, Horwich, and Crewe, to their enduring presence on today's mainlines and heritage railways, this book delves into the fascinating history of these iconic locomotives. Explore the technical evolution and the pivotal role these engines played post-nationalisation, equipped with the

powerful English Electric 6K diesel engine. Learn about the special adaptations, including the higher-speed Class 09 variant designed for the Southern Region's freight trips, and the unique Class 13 units tailored for the Tinsley hump yard. Perfect for railway enthusiasts and history buffs alike, this book captures the spirit and significance of Britain's most widely preserved and beloved shunter, celebrating its past achievements and future potential.

TT351 Tracking Down: In Search of BR Freight in the 1980s

£13.50



In this enchanting volume, Craig's lens becomes a time machine, whisking us back in time to the early 1980s to the smoke-blackened landscapes and bustling railways of Northeast England. From the coalfields of Southeast Northumberland to the industrial heartlands of Teesside, each image opens a portal to a bygone age. Feel the pulse of excitement as diesel locomotives thunder past, their engines echoing the spirit of an era on the brink of change. Through his eyes, we witness not just trains, but the soul of a region—a region shaped by its railways, its industries, and

its people. With every turn of the page, we journey alongside Craig and his friends, soaking in the sights, sounds, and stories of a vanished world. This isn't just an album of photographs — it's a tribute to resilience, a celebration of friendship, and a testament to the enduring magic of the rails.

TT165 Warwickshire Railways

£12.95



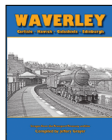
Embark on a nostalgic journey through the railways of Warwickshire with a seasoned enthusiast whose passion for steam locomotion spans decades. From the bustling platforms of Birmingham Snow Hill to the quaint charm of Fenny Compton, this captivating narrative weaves through the rich tapestry of Warwickshire's railway history. Guided by vivid recollections and meticulously curated images from the Transport

Treasury collection, immerse yourself in the bygone era of steam, semaphore signals, and the rhythmic clatter of iron wheels on tracks. Join the author as they traverse forgotten routes, explore hidden gems, and uncover the stories behind each railway line. With heartfelt acknowledgments to fellow enthusiasts, railway preservationists, and the unwavering support of family, this book is a testament to the enduring allure of steam travel and the enduring legacy of Warwickshire's railways.

RECENTLY PUBLISHED TITLES

TT179 Waverley

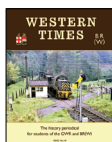
£14.95



Serving only a limited intermediate population scattered amongst a handful of towns in the Scottish Borders the Waverley route was always a difficult line to work and was never a great money spinner. However, the short sighted closure of the route in 1969 left a vast swath of country isolated with two of the larger towns having the dubious distinction of being further from the national rail network than any other settlement of comparable size in the UK. With the opening of the Borders Railway in 2015 part of this isolation has been rectified and there are hopes that further extensions will follow leading ultimately perhaps to the reinstatement of the whole 98 mile route. In this volume we feature images of the line in the 1950s and 1960s before the axe fell.

TT174 Western Times - Issue 10 Summer 2024

£12.95



Articles in this issue include: Introduction; The Pannier Story: Part 2 – Wolverhampton Large Locomotives; From the Archives of R C Riley: The 93xx Moguls; Keeping the GWR On Track by Jim Horsnell; Experimental Motive Power: No. 92 & Siemens; City of Truro: A Notable Anniversary of 'That' Run; Modern Traction: Diesel Shunters in Colour; Book Review; How the Great Western Kept Its Name; From the Archives: Americans at Barry (Class K); Paddington to Birkenhead by Freddie Huxtable; Signalman's Error at Twyford; Castle Portraits; The Great Western Trust (GWT) – Bulletin No.9; The Guard's Compartment.

OTHER TRANSPORT

ROGER BAILEY PROMOTIONS

RB517 The English Dinky Bus & Coach-2nd Edition

A Journey & Dream of Roger Bailey

£35.00



This book covers the history of all the English Dinky buses and coaches produced with supporting information regarding the real vehicles they were often assumed they were based on, plus some snippets about the real vehicles including photographs and adverts. There are also plans for some of the toys plus photographs of the Dinky production lines in the 1950s. Additional chapters cover the copies both in diecast and plastic. This book has 30 years of research behind it.

CARS & MOTORING

AMBERLEY PUBLISHING

A2149 Jaguar XJ Series Saloons

£15.99



This is a comprehensive and definitive account of the development of all three series of the Jaguar XJ saloons. Launched in 1968, The Series 1 Jaguar XJ was the result of a lengthy development process and had stunning looks and performance while also offering value for money compared with other luxury cars. The Series 2 followed, with a longer floor plan, and also included the short-lived XJC Coupe. Then came the Series 3, the first Jaguar to involve an outside design house and widely regarded as the epitome of all the XJ series Jaguars. The Pininfarina design successfully balanced modernity with tradition in an exceptionally elegant design. Complete with owner's insights and expert views drawn from the author's long experience of owning Jaguar XJ series and drawing on his expertise as the Jaguar Drivers Club XJS expert, and complete with archive and modern photography, this is an informative guide to one of the most successful series of British luxury cars.

The office will close for Christmas on Monday 23rd December 2024 and will reopen Friday 3rd January 2025.

RECENTLY PUBLISHED TITLES

A1809 MGF and TF

£15.99



In this book, MFG expert Tim Morris tells the full inside story of the development of the MFF and TF against the background of the seismic changes that were taking place in the British car industry. After the demise of the bestselling MGB and the closure of the Abingdon factory in 1980, it seemed as if the classic MG sports car had come to an end. An upgraded version of the MGB, the RV8, was introduced in the 1990s but meanwhile designers and engineers were busy with an all-new car which was unveiled in 1995.

Developed under British Aerospace and launched under BMW ownership of the Rover Group, the MGF came under MG-Rover ownership after BMW divided the company in 2000. At this time, the TF was developed and produced until the company went into administration in 2005. The author describes design features such as the mid-engine format and Hydragas suspension system as well as the various model changes and re-designs and how the car fared against strong competition from cars such as the Mazda MX5.

A1811 Morgan Three-Wheeler

£15.99

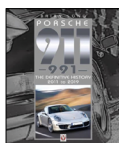


The Morgan Three-Wheeler was developed at the dawn of British motoring in the early twentieth century and is still going strong today. In this readable book, Morgan expert Stephen Clark covers the development of this exceptional car from the time that Harry Morgan built his first three-wheeler with only two forward gears. Although simplicity continues to be the theme of three-wheeler Morgans, as this book reveals, the car was developed over the decades with more gears and more powerful engines. Covering the two-speeder, three-speeder and five-speeder models as well as the Morgans in competition, the book provides a comprehensive insight into the engineering and technical developments, not to mention the fun! Including previously unpublished black and white photographs as well as full-colour illustrations, this book is an engaging and indispensable guide to this remarkable car.

VELOCE PUBLISHING

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

£50.00



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

Last posting date for Christmas is Wednesday 18th December 2024.

We close for Christmas holidays on Monday 23rd December, reopening Friday 3rd January 2025

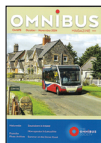
RECENTLY PUBLISHED TITLES

MAGAZINES

OMNIBUS SOCIETY

OS575 Omnibus Magazine 575

£4.50



This edition October/November 2024 covers all the usual bases for anyone interested in the bus industry. There is, as normal, your letters, a look at the archive and some important dates for the diary for the year going forward. Also in this issue; Southdown in Ireland; Summer on the Dorset Coast; A new operator in Lancashire; A Window on Wales. This 48 page magazine is fully illustrated with full colour photographs as well as some older black & white images.

OS574 Omnibus Magazine 574

£4.50



Edited by Cyril McIntyre, this edition August/September 2024 covers all the usual bases for anyone interested in the bus industry. There is, as normal, your letters, a look at the archive and some important dates for the diary for the year going forward. Also in this issue; LGOC & the Men From Manchester; Visiting Aberdeen with the Scottish Branch; Visiting Swindon with the S Wales & West Branch. This 48 page magazine is fully illustrated with full colour photographs as well as some older black & white images.

OS SOUTH WALES & WEST BRANCH

OSSW1 Bus Services in Somerset- A Summary of all Bus Services

£4.00



In this 35 page publication David Chalkley, for the South Wales and West branch of the Omnibus Society, has compiled a summary of all the bus services operating in the county of Somerset as of February 2024. Included for each bus service is the route number, the operator, a description of the route, the days of the week the route was operating, the frequency of the route, the date the last changes to the route were made, details of any paper timetables available and, if not, where to find a digital version of the timetable.

OSSW2 Bus Services in Somerset 1985

£4.00

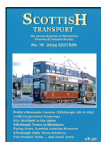


In this 40 page publication David Chalkley, for the South Wales and West branch of the A summary of all bus services operating in the present County of Somerset in 1985 and a comparison with the services in 2024. This is a companion booklet above work and describes the services operated by Southern National, Bristol Omnibus Company Badgerline division and Independent Operators in the County in 1985. It compares the services and frequencies with the current provision noting where places are served by different routes, sometimes to different traffic objectives, and which places are no longer served by bus. Illustrated with 26 photographs.

STTS

STT76 Scottish Transport Magazine 76 2024

£8.50



Articles in the 2024 edition of Scottish Transport Magazine include: Leith Corporation Tramways; BEA Scotland in the 1960s; Edinburgh Trams in Miniature; Flying Scots, Scottish Aviation Pioneers; Edinburgh Cable Tram Artefacts and much more. 48 pages A5 softback illustrated throughout.

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.

CALENDARS

PLATFORM 5 PUBLISHING

RPM25 Modern Traction Calendar 2025

£9.00



Modern Traction Calendar 2025 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. The 2025 Platform 5 calendars have been produced in the same popular format that has been used by Platform 5 and previously by Rail Photoprints for over 40 years. They are produced on high quality art paper and are spiral bound with a hanger at the centre.

RPS25 Steam Traction Calendar 2025

£9.00



Steam Traction Calendar 2025 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.

GRAFFEG

GR774 Heritage Buses of Britain Calendar 2025

£9.00



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

MODELSTONE BUS CLUB

IOM25 Isle of Man Transport Calendar 2025

£9.00



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

MBC25 Malta Bus Calendar 2025

£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.

The office will close for Christmas on Monday 23rd December 2024 and will reopen Friday 3rd January 2025.

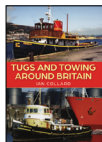
RECENTLY PUBLISHED TITLES

SHIPPING & MARITIME

AMBERLEY PUBLISHING

A165X Tugs and Towing Around Britain

£15.99



The first tugs were built at the beginning of the nineteenth century because of the development of enclosed docks and the increase in size and power of sea-going vessels. Tugs were needed to assist ships to their berths and to navigate larger vessels into narrow waterways and tight docking areas. They are able to tow or push vessels and need to be highly manoeuvrable and powerful. It is thought that the first tugboat was the Charlotte Dundas, which was powered by a Watt engine and was employed towing barges on the Forth and Clyde Canal in Scotland in 1802. The early tugs were fitted with paddle wheels and these were later replaced by propeller driven vessels. This book by Ian Collard looks at various types of tugs employed around the British Isles assisting a variety of different types of ships in the major and some smaller ports around the coast. It is illustrated by previously unpublished photographs from the author's collection.

FERRY PUBLICATIONS

F6876 Dover's Trio of Train Ferries

£21.50

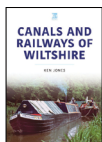


In the mid-1960s, faced with the challenge of renewing the ageing train ferry fleet operating between Dover and Dunkerque, British Rail's designers developed an innovative idea for a true multi-purpose ferry (navire polyvalent). Shaking off their legacy of conservative design thinking, this new concept was for a highly flexible vessel, able to equally serve the rail-connected train ferry crossing and operate as a modern ro-ro passenger, vehicle and freight ferry according to need. Three similar such vessels were eventually commissioned; the Vortigern of 1969 for British Rail, SNCF's Chartres of 1974 and the heavily-delayed Saint-Eloi for ALA in 1975. After successful careers on the English Channel, each went on to see extensive further service. While the Saint-Eloi initially became the Isle of Man Steam Packet's popular King Orry, all three were ultimately sold to southern Europe, where as the Sporades Star, the latter remains as the last of the vessels in service today.

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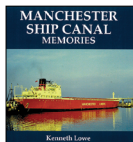


Lavishly illustrated with over 450 images, this book presents scenic views and a history of the canals and railways of Wiltshire, in the southwest of England.

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TROLLEYBUSES

ADAM GORDON

AG409	Around Bournemouth by Trolleybus	£47.00	£24.00
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AG426	Trolleybuses in East Central London	£30.00	£15.00
AG450	Trolleybuses in West Central London	£34.50	£15.00

Last posting date for Christmas is Wednesday 18th December 2024.

We close for Christmas holidays on Monday 23rd December, reopening Friday 3rd January 2025

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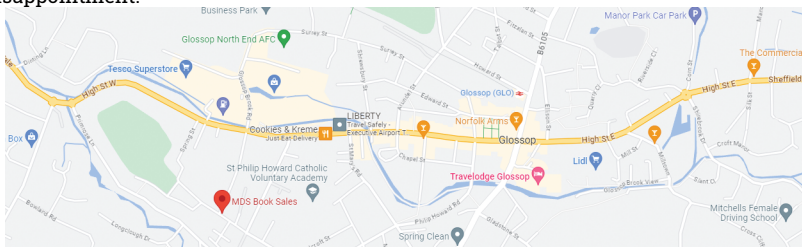
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