

MDS Books

For collectors and enthusiasts

2020 Spring Book News



Welcome to our 2020 Spring Book News. We're looking forward to a busy Summer and hopefully some dry and warm days as the rally season opens up ahead of us, though looking outside at the moment that seems a long way off!

We've been busy over the last few months and several projects have come together at the same time meaning we're now launching four new titles from Venture Publications over the next few weeks – see page 3 for more details.

We're also delighted to see how well the Red & White book has been received – it's already been reprinted, and we're close to selling out again. Make sure you get your order in quickly if you don't want to miss out. The authors are busy working on the second part of this fascinating story and we'll hopefully have more news on this quite soon.

Neville Mercer is busy working on his next title - a definitive history of Atkinson PSVs - and would welcome any and all good quality photographs of the type, particularly of the rarer coach variants with new and later owners. You can contact him directly at Neville.mercer@googlemail.com or 07961 074760.

Please note our FREEPOST address is shown below, it's just:

FREEPOST MDS BOOK SALES

You don't need to add anything else, there's no need for a street name or postcode. In fact, if you do add something, it will delay the letter or could even mean we don't get it. The old address is no longer valid and items may be returned to you by the Post Office or delivered to us with a surcharge to pay!

Of course, if you're happy to put a stamp on and write to us at Pikes Lane that's fine too!

You are always welcome to call and see us at Pikes Lane. We're open Monday to Friday and there's a map and opening times on page 63. Please check before calling if you're after a specific item to ensure it's on the shelf that day.

The FREEPOST address is obviously only valid in the UK so overseas customers please use the normal Pikes Lane address as shown on page 63. Regrettably we've also had to increase our overseas carriage charges as all our suppliers have raised prices significantly as a result of Brexit and the increased work that will entail. At the moment we're not expecting our UK carriage prices to be affected.

Have you signed up for our email newsletter yet? We often have small quantities of clearance, second-hand or otherwise reduced titles on offer and our weekly email newsletter is the best way to keep up to date with these offers – as well as getting the latest updates on all titles. Visit our website mdsbooks.co.uk to sign up.

Thanks for your continued support and as ever Good Reading and please let us know if there's anything you like or that we could do better.

Mark Senior
MDS Book Sales

Rallies we hope to attend 2020

Spring Transport Festival (Museum of Transport Manchester)- 28th & 29th March 2020

London Bus Museum Spring Gathering- 5th April 2020

Lincoln Vintage Vehicle Society Open Day- Easter Sunday 12th April 2020

North East Bus Show (Gateshead)- 3rd May 2020

Merseyside Transport Trust Open Day (Burscough)- 12th July 2020

Trolleybus Museum at Sandtoft's Summer Gathering- 26th July 2020

52nd Trans Pennine Run (Harrogate)- 2nd August 2020

Buses Festival (Gaydon)- 23rd August 2020

Peak Park Preserved Bus Gathering (Rowsley)- 6th September 2020

Showbus 2020 (Hertfordshire Showground)- 27th September 2020

Wirral Tram & Bus Show 2019 (Birkenhead)- 4th October 2020

Lincolnshire Vintage Vehicle Society Running Day- 1st November 2020

Christmas Transport Market (Museum of Transport Manchester)- 5th & 6th December 2020

Cover image: Glasgow TB78, pictured here at The Trolleybus Museum at Sandtoft, was the only vehicle in its class to have had three different liveries. It was also based at three different depots throughout its short working life: Dennistoun, Govan and Hampden. Reading Transport Society, now the BTS, purchased TB78 for preservation and since then it has been a regular runner at The Museum. It is also the only Glasgow double-deck trolleybus in preservation.

FORTHCOMING TITLES

SUPER PRESTIGE 40 WEST WALES INDEPENDENTS PART 2

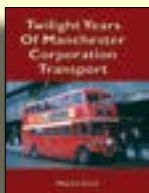
This is the second book covering independent bus operators in West Wales and follows on from the previous volume featuring Cardigan and Newport. In this book, the author, Les Dickinson will attempt to describe the introduction and development of the passenger transport providers of the northern foothills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



VP487 IN STOCK NOW £20

THE TWILIGHT YEARS OF MANCHESTER CORPORATION TRANSPORT DEPARTMENT

Martin Ford joined Manchester Corporation Transport Department in August 1964 as a junior clerk in the Claims Department, rising up through the ranks as Manchester Corporation Transport passed to SELNEC Passenger Transport Executive in November 1969, and remaining in that same department when SELNEC transferred to Greater Manchester Passenger Transport Executive in 1974 and then to GM Buses Limited to become Litigation Manager by the time in new moved to a similar role at MANWEB in 1990, then going on to form his own accident investigation company dealing with bus accidents on behalf of various clients, but principally for the in-house insurers of Stagecoach. This fascinating insight into Manchester Corporation Transport Department during its final years reveals some of the interesting inner most workings before they are forever lost in the passing years of change. Illustrated throughout with memories of Martin's time in Manchester and showing a number of behind the scenes incidents.



VP489 AVAILABLE MARCH 2020 £18

221 DEEPPDALE ROAD PRESTON - HISTORY OF A BUS GARAGE

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



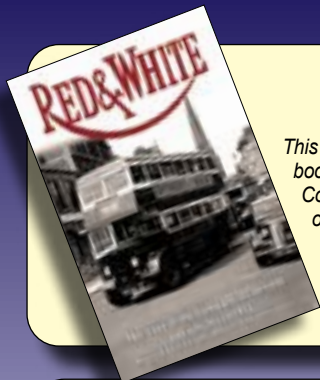
VP490 AVAILABLE MAY 2020 £25

SUPER PRESTIGE 43 MERTHYR TYDFIL

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



VP492 EXPECTED MAY 2020 £20



RED & WHITE SERVICES LTD

THE COMPANY, ITS SERVICES AND VEHICLES TO 1953

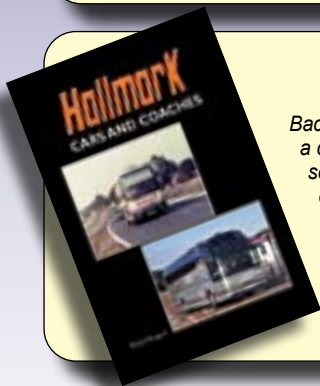
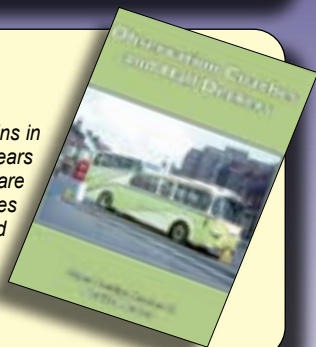
This book tells the first part of the history of this fascinating family-owned company. The book covers Red & White from its creation right up to its sale to the British Transport Commission (BTC) in 1950. This publication is profusely illustrated with hundreds of pictures of vehicles, tickets and timetables etc. A4 hardback.

VP480 £50 BACK IN STOCK (REPRINTED FEBRUARY)

OBSERVATION COACHES & HALF-DECKERS

In this book, Neville Mercer tells the story of observation coaches from their origins in North America to the ones which were found on the British roads in the middle years of the 20th century. The few companies which were involved in their manufacture are described in detail, as well as the firms who produced the most familiar examples which served the London stations and airports. This 190 page volume is illustrated with around 300 pictures, including some very rare vehicles.

VP486 £20 IN STOCK NOW



HALLMARK COACHES

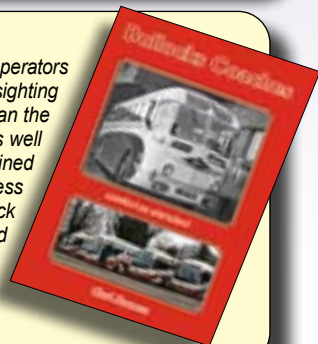
Back in 1968 Eric Atkinson teamed up with local businessman John Barnett to start a chauffeur-car company for transporting airline crews. Atkinson wanted his young son, Mark, to be referenced in the company name and as they were aiming for a quality service "Hallmark" became the obvious identity for the new operation. It was eventually to become one of the most highly regarded brands in luxury coach travel. This book tells the fascinating story of this coach company. A4 softback, illustrated in both colour and black & white.

VP484 £20 IN STOCK NOW

BULLOCKS COACHES

Bullocks Coaches of Cheadle in Cheshire has been one of the North West's premier operators for over 90 years. Ralph senior started his business in the early 20s when a chance sighting of undelivered milk churns, due to a rail strike, caught his imagination and so began the Bullock enterprise. Early buses followed quickly for local workmen's commutes as well as day-trips at weekends. Carl Jarman, who has lived in Cheadle all his life, who joined the firm as an apprentice engineer straight out of school helped bring the business to life, as only a local could. Bullocks Coaches is still owned entirely by the Bullock family and their red, maroon and white livery can be seen throughout the UK and even into Europe. Together with two friends, Carl Jarman takes the reader through the history of this unique company from its creation right up to the present day. A4 softback, 80 pages.

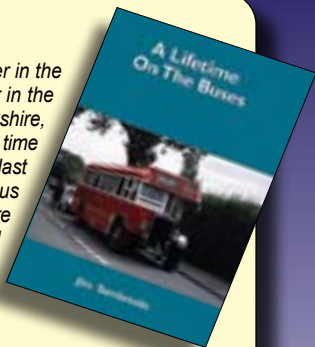
VP407 £20 IN STOCK NOW



A LIFETIME ON THE BUSES

Covering almost half a century, this is the story of one man's, slightly unusual, career in the transport industry. From working in the home counties with the largest bus operator in the country, to employment with one of the legendary family independent operators in Yorkshire, the narrative traces the contrast between large and small in the bus industry, at the same time following in parallel the development of two major enthusiasts' organisations over the last 40 years, namely the Doncaster Omnibus & Light Rail Society and the British Trolleybus Society. A native of Sunderland, Jim Sambrooks moved to Hertfordshire aged 16 before commencing a career with London Transport. A subsequent move to Doncaster found him employed by a number of local operators, and allowed him to assist, alongside his paid work, in the development of The Trolleybus Museum at Sandtoft, where he can still be found, in retirement, keeping the wheels turning. 92 pages, softback.

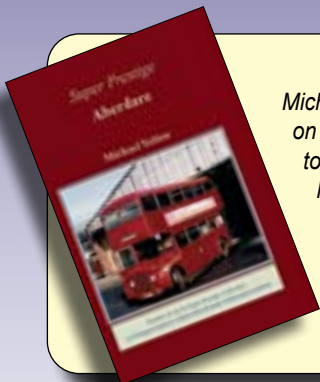
VP406 £20 IN STOCK NOW



PRESTIGE SERIES 42 ABERDARE

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

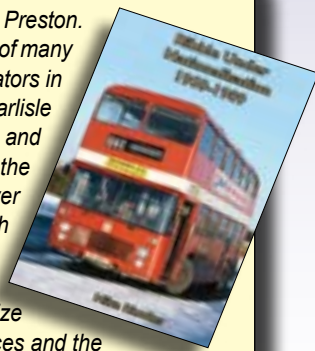
VP485 £16 IN STOCK NOW



RIBBLE UNDER NATIONALISATION

Ribble Motor Services was formed in 1919 with its headquarters based in Preston. During the 1920s and 1930s the company rapidly expanded with the takeover of many smaller operators. The Ribble family grew to be one of the largest bus operators in the country and at its peak its operating area stretched all the way from Carlisle in the north to Merseyside. In this book Mike Rhodes outlines the services and vehicles operated by Ribble, and its subsidiaries, following the formation of the National Bus Company on 1st January 1969 through to its eventual takeover by Stagecoach on 21st April 1989. Profusely illustrated the book looks at each of Ribble's geographical operating areas in turn and records how established route patterns were radically changed with the advent of minibuses in the post-deregulation era. Ribble was slimmed down to nearly half its original size when the Cumbria operations were taken over by Cumberland Motor Services and the Merseyside Operations passed to the North Western Road Car Company in 1986 making it easy pickings for one of the expanding operators to buy out, which is exactly what occurred and eventually Ribble was consigned to history.

VP466 £22.50 IN STOCK NOW



VENTURE PUBLICATIONS

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

This book provides a comprehensive history of this fascinating operator based in rural South Oxfordshire. The book covers the bus operations of Kemps between 1929 and 1955 when they became Chiltern Queens Bus Services.



The company ran as Chiltern Queens until 2002 when the company came in to financial difficulties. It was at this point that Keith Horseman from Horseman Coaches Ltd got involved and took control of their affairs. The initial intention was to keep the Chiltern Queens name for a further two years but this was not meant to be. Written by Laurie James and John Whitehead, this large format hardback book has 176 pages with over 250 colour and black and white illustrations plus comprehensive fleet details, route maps, garage and staff details and much more.

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

Roger Carey takes an in-depth look at the development of Volvo's product range from the import of the first chassis in 1972, the Ailsa story, and through the various highs and lows to the contemporary Euro 6 range. Illustrated with almost 500 superb photographs covering customers from the smallest to the largest operators, this is definitely a book not to miss. A4 Case bound, 192 pages.



VP474 Stevensons of Uttoxeter **£34.00-£20.00**

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



VP458 Northern Coachbuilders **£30.00-£20.00**

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



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

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



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

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



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

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

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



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

www.mdsbooks.co.uk/vpl

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

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

Cumberland Motor Services was founded as Whitehaven Motor Services Company in 1912 and this publication has been prepared to celebrate its centenary. It does not attempt to be a history of the company as the known history, up to 1996, has been covered in the author's previous books, *British Bus Systems No 1 - Cumberland and Cumberland Motor Services 1921-1996*. It is therefore a pictorial review, mainly in colour, of its development over the past 100 years and includes many previously unpublished photographs of the company's vehicles and operations. There is also brief reference to the expansion of the company which took place in 1997 with the takeover of the North Lancashire area from Ribble.

**VP460 Steel Wheels & Rubber Tyres Vol 3****£20.00 £10.00**

Geoffrey Hilditch, General Manager at Halifax, received a rude awakening when he read he was to lose his job thanks to Barbara Castle. His subsequent time as Engineering Director at West Yorkshire PTE was difficult, throwing money into the unknown was alien to him, and his reign was short. Moving to Leicester should have put matters right but it seems he had moved out of the frying pan into the fire. This turbulent period of his career forms Part 3 of his fascinating autobiography.

**VP481 Steel Wheels & Rubber Tyres Vol 4****£20.00 £10.00**

This book sees the final instalment of the late Geoffrey Hilditch's autobiography. It follows the same layout and format as the third volume produced by Venture and focuses on the later part of his working life including time working in Whitehall, Aberdare, Drawlane Leicester and Oldham.

**VP472 With the Benefit of Hindsight****£20.00 £10.00**

Bob Hind spent over 40 years in the bus industry which he entered as a seasonal employee with Crosville before experiencing training with the company at both the smallest as well as the largest depots. A move between NBC companies subsequently found him employed by Midland Red before making the rather unusual transfer to its competitor Leicester City Transport. A return to Merseyside found him undertaking various senior management posts with Arriva, before his retirement with that organisation back in the Midlands. In this intriguing volume, he recounts his story from various aspects of his career and is well illustrated with pictures of both the people and vehicles with whom he worked.

**Super Prestige****VP423 ...17 Northern Roadways****£14.95 £6.00**

Northern Roadways was a Scottish independent operator which is best remembered for its pioneering coach services between central Scotland and the south of England. This book also covers the local services which were provided by an assortment of second-hand double-deckers, most of which are illustrated in this volume. 96 pages softback, 130 black & white photographs.

**VP441 ...23 Ind Buses in Shropshire****£16.95 £8.00**

Neville Mercer, who previously prepared the comprehensive study of *Independent Bus Operation in Staffordshire*, has now produced this companion volume covering the independent operators of Shropshire. Produced in the same operator by operator style it covers over 30 operators large and small from pioneering days up to de-regulation in 1986.

**VP467 ...35 Ind Bus Operators in Western Yorkshire****£20.00 £5.00**

This volume in Neville Mercer's series on independent bus operators covers the western half of the old West Riding, providing historical accounts and extensive photographic coverage of more than 30 companies which ran stage carriage services before deregulation. The 192 page book, the largest in the series so far, takes the reader from the remote villages of the Yorkshire Dales (where operators such as Alderson, Bounty, Cowgill, Hodder, Laycock, and Pennine eked out a living on the narrow margins of profitability) to the mining towns of the southern West Riding (and independents which operated high frequency inter-urban routes in competition with much larger bus companies and municipal transport departments). Well-known names including Hanson of Huddersfield and Baddeley of Holmfirth feature alongside lesser known enterprises operating in the southern coalfields. If Yorkshire independents are of interest this is a book for you.

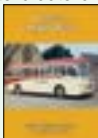
**VP468 ...36 Scottish Rebuilt Buses****£17.00 £5.00**

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



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

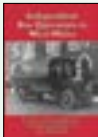
Geoff Smith has prepared this volume in Venture's Super Prestige format covering Austins - Happy Days of Woodseaves, Stafford. Another successful independent, they operated stage carriage services in the rural areas of the Staffordshire/Shropshire borders. The Happy Days coaching arm continued for many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

**VP478 ...38 Derbyshire Independents****£20.00 £10.00**

The latest volume in Neville Mercer's series covering independent bus operators takes a look at Derbyshire, and provides complete histories for more than 20 companies which were active in the county between 1950 and 1986. The operators range from small firms based in Peak District villages to the more substantial enterprises in the south and industrial north of the county which competed head-on with the likes of Midland General, Midland Red, and Trent. Well-known operators such as Booth & Fisher, Hulley of Baslow, and Silver Service find themselves alongside more obscure names including the Derby on a Friday operators which brought a flotilla of Bedford OBs to the county town on a weekly basis.

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

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

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

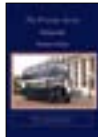
This book explains the new motor vehicle registration system which was brought in in 2001 in the UK. It includes a brief history of the old system and details of the new style registrations. This publication also contains tables that show to which offices the new codes are allocated.

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

This book describes the development and expansion of Manchester's pioneering light rail system from the initial phase converting the Bury and Altrincham railway lines through the various extensions that have taken place in recent years and looks forward to the airport line and second city crossings currently under construction.

**Prestige Series****VP471 ...41 Pontypridd****£10.00 £5.00**

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

**VP482 Here Comes The Eden****£10.00 £5.00**

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

**VP462 UK & Ireland Tram & Light Rail****Systems 3rd Edition****£6.00 £3.00**

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

**VP463 Trolleybus Museum at Sandtoft****Fleet Handbook 2nd Edition****£8.00 £5.00**

This volume describes the rolling stock at the Trolleybus Museum at Sandtoft, utilising a one vehicle per page layout and containing a resume of each exhibit. A brief history of the remarkable growth of the Museum site from 1969 to the present day is also included, making this an essential pocket book for anyone visiting the Museum. 80 pages, softback, with over 80 colour photos.

**VP464 Crich Tramcar****Rollingstock Book 2nd Edition****£9.00 £5.00**

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



All these books available now. To order phone 01457 861508

BUS & TROLLEYBUS BOOKS

AMBERLEY PUBLISHING

A9585 Bristol RE Buses and Coaches £14.99 Sept

In 1961 the maximum length of single-deckers was increased to 36 feet. Bristol Commercial Vehicles and Eastern Coach Works designed their first rear-engined single-decker to take advantage of this new length. Two prototypes were built and tested in service in 1962. United Automobile Services had the RELL version with a low chassis frame for bus work. South Midland had the RELH version with a high frame for coach work. Production started in 1963, with Eastern Coach Works-bodied buses and coaches for the nationalised Tilling Group companies, plus some Alexander bodied coaches for the nationalised Scottish Motor Traction Group companies. In this book the author will illustrate the Bristol RE in service from 1970 to 1994 in England and North Wales. This will include Tilling Group companies, National Bus Company subsidiaries, municipal operators and independents, plus a few of the new companies created from bus deregulation and privatisation in 1986.



A9962 Bus Ancillary Vehicles - The Municipal Support Fleet £15.99 Sept

To many enthusiasts, municipal vehicles never extended beyond the trams, trolleybuses and buses, but behind them were a whole range of vehicles that were required to enable operations to proceed smoothly. These vehicles: tower wagons, tree-loppers, towing vehicles, training vehicles, mobile canteens, amongst others - represent a whole range of vehicle that, historically, have tended to be ignored. Some of these vehicles were often elderly buses converted for new duties, others were specially constructed for their somewhat specialised tasks; all, however, are fascinating examples of historic municipal vehicles. Gavin Booth, one of the leading experts on public transport history, has delved deep into the archives of many of the country's leading transport photographers to produce a fascinating survey of these often ignored vehicles. Dividing the subject into each of the specialised tasks, he shows how the various types of vehicle evolved during the 20th century.



A9948 Buses in Greater Manchester in the 1990s £14.99 Nov

Like many of the conurbations across Britain, the Greater Manchester region in the 1990s offered a fascinating mixture of buses from operators both, large and small, new and established. The deregulation of the bus industry that began in October 1986 created a lively if sometimes chaotic environment. Operators came and went; some were rather spectacular in their demise. As the 1990s progressed there was gradual consolidation, as increasing areas of operation came under the control of the emerging larger groups - the likes of First, Stagecoach and Arriva. In this book, Howard Wilde reflects on some of the choice moments of this eventful decade, with a wide selection of photographs from Manchester and the numerous surrounding towns

to show a period that was fascinating for the enthusiast, if not always beneficial for the passenger.

A9950 Buses of North Staffordshire £14.99 Nov

When the words Buses of North Staffordshire are used most people will think of PMT, and later First running through the urban areas of Stoke-on-Trent, with additional vehicles from a few medium sized family owned operators thrown in for good measure. Our journey, however, taken over the last 50 or so years will also feature the vehicles of the many smaller rural operators. Schools services and works contracts have always been an important part of the bus scene, and many of the vehicles featured will have been mainly used for providing such services. Some of the operators featured are well-known names, with lengthy histories, others will be less familiar, and in some cases short lived too. The traditional independents, Berresfords, Stevensons, Turners etc have all gone now, but in their place are new operators, new ideas, and still a wealth of interesting vehicles to cope with the ever-changing demands of a still shrinking market.

A9195 Dublin Buses £14.99

Dublin Buses was formed back in February 1987 when services were split out of the Coras Iompair Eireann (CIE) and has, in time, become a modern and forward-thinking bus operator. During July 2018, plans were revealed for a complete overhaul of Dublin's bus services. The changes planned by the National Transport Authority led to a renumbering of key routes and changes and improvements to frequencies. As a result Dublin Buses has lost some of its depots and route to the Go Ahead group, who have established their own livery and created some new routes. In a tour of the fascinating and colourful city, Richard Walter illustrates the transformation of Dublin Buses in the twenty-first century, with photographs taken before and after the changes showing the variety of buses used. Also included are some of the interesting open- and closed-top vehicles that have provided tours ranging from sightseeing to afternoon teas and ghostly goings on.



A9561 Independent Buses of Yorkshire £14.99 Sept

Britain's biggest county, Yorkshire, was particularly affected by the period of deregulation. Many independents have fallen by the wayside over the years but others have come to take their places. The blue buses of Samuel Ledgard of Leeds, the red ones of Connor & Graham in Hull and the delightful colours of Felix Motors of Hatfield may now be only memories, yet there are still plenty of other small businesses providing bus services within the boundaries of Yorkshire. These vary from Powell's providing buses in industrial South Yorkshire to Reliance Motor Services running out from York to the rural north. John Law was born and bred in Yorkshire and has been photographing the bus scene there since the 1960s, often focusing on the independent firms that have flourished throughout the county over the years. In this book he has chosen the best of his collection, featuring a variety of



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photographs to illustrate the independent bus sector in the great county of Yorkshire.

A9599 Life After Southdown-

Former Buses in Service Elsewhere £14.99 Aug

Southdown Motor Services was a well-known and respected bus and coach operator formed in 1915 and based in the south of England. Their vehicles were predominately Leyland in the early days, with Bristol, Daimler and Ford to enter the fleet in later years. Southdown vehicles were maintained to a very high standard, so upon disposal were very sought after by dealers for resale and often snapped up by other operators for continued use. Some were transferred within the National Bus Company, for example the Daimler Fleetlines to Crosville and East Kent, the Leyland Atlanteans to Beeline and Ribble and Hants & Dorset also took coaches. Some were used as training buses and other non-PSV use such as car transporters. This book takes a look at the buses and coaches with their new owners.



A6798 Midland Red Coaches

£16.99 Nov

Throughout their existence from 1904 until 1981, the Birmingham and Midland Motor Omnibus Company were an idiosyncratic operator whose operational area covered an area from the Welsh Marches and Shropshire in the West to Northamptonshire and Rutland in the East and from Oxfordshire and Gloucestershire in the South to Staffordshire and Derbyshire in the North. Much of their area was distinctly rural but in the Birmingham and the Black Country, Worcester and Hereford, Stafford and Leicester, intense urban services were operated mainly by double-decker buses and it is these buses that this volume examines. Looking at the coaches that formed a part of this iconic fleet, David Harvey utilises his collection of rare and unpublished images to explore the fascinating world of Midland Red coaches.



A9952 Municipal Transport in

Lancashire Since 1974

£14.99 Nov

In 1959 there were twenty-seven Corporation Transport systems in the Red Rose County. These were significantly reduced in 1969 with the creation of the Passenger Transport Executives in Manchester and Liverpool and further reduced in 1974 following the reorganisation of local government, when boundaries were changed and new administrative boroughs created. All but two of the remaining systems were privatised during the 1990s, following the deregulation of bus services in 1986. Rossendale clung on to its own transport organisation until 2018 when it too was bought out by Transdev, leaving just Blackpool Transport as the only council-owned operator within the redrawn county boundary. This book picks up the story following local government reorganisation in 1974 and uses a comprehensive selection of photographs to depict the closing years of all of Lancashire's Corporation Transport systems.

A9352 Showbus- Woburn & Duxford Years £14.99

Between 1982 and 2015 Britain's largest bus rally was, with the exception of 2013, held at two sites. Firstly the stately home of Woburn Abbey in Bedfordshire, then moving in 1993 to IWM Duxford near Cambridge. Modern and preserved buses and many in between appeared over the years, with some of those new in 1982 being in the ranks of the preserved movement by 2015. Many one-offs appeared with operators showcasing their latest vehicles. Back in 1982 the scene was very different with most service buses in public ownership and Leyland the major bus builder; by 2015 most were in private hands and the Leyland name is now history. All images are in colour and offer a wonderfully nostalgic look at one of the highlights of the UK's transport calendar.



A9664 South Wales Buses in the 21st Century-

Variety in the Valleys

£14.99 Aug

Around the early 2000s, there was a concern among transport enthusiasts that variety in terms of vehicle type and livery in the passenger transport industry in and around the South Wales valleys would decline. This was mainly attributed to the expansion of larger groups across the region that opted for standardised vehicle types and corporate liveries. There was no need for concern: looking back over the past twenty years shows that there has been plenty of variety in and around the South Wales valleys. Variety has been the spice of life; various vehicle types have adorned the operating area, from the common to the rare and the unique. Pleasant liveries, branding and colour schemes have emerged with some surprises along the way. With a wealth of previously unpublished photographs, Simon Ingham documents the local bus scene.



A8169 Southampton City Transport Buses £14.99 Nov

With a wealth of rare and previously unseen images, Southampton Corporation Transport Buses illustrates the development of mainly diesel-powered buses operated by Southampton Corporation Transport and its successors since the early years of the twentieth century until recent times. As well as covering the vehicle types used, the photographs included here attempt to show as much background around the buses as possible to give a fuller portrait of this interesting city and its history. Written by a long-time member of the Southampton & District Transport Heritage Trust and making use of the group's superb archive, the images presented here give the reader a wonderfully evocative insight into the history of transport in the city.

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A9968 Southern National Omnibus Company £14.99 Nov

Nowhere had the nineteenth-century rivalry between competing railways companies had a more marked effect on the much later motor-omnibus industry than in the South West of England. Criss-crossing and, in some cases, almost parallel lines, laid or acquired by the GWR and London & South Western Railway, created territorial allegiances that are remembered to this day. In the 1920s, the railway companies' operating terrain formed the basis for the establishment of two offshoots from the National Omnibus & Transport Co Ltd. It was a time when the railway companies involved bought their way into the omnibus industry. The resultant Western National and Southern National omnibus companies shared a common address in Exeter but had different railway company directors on their boards. This book begins by outlining the founding of the National Omnibus & Transport Co together with the express service and Royal Blue subsidiaries' operations. It then focuses on the history of the Southern National company's operations.



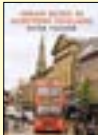
A9639 The Buses of East Scotland £14.99 Oct

The exact definition of East Scotland can be difficult to define due to its wide geographical areas, but for the purpose of this book bus services covered are from a wide range of destinations including Aberdeen, Dundee, Edinburgh, Perth, Fife, the Borders and the Lothians. Not only do large well-known operators such as Stagecoach, First and National Express serve the communities here, but so do companies such as Borders Buses (part of the Craig of Campbeltown West Coast Motors Group), Lothian Buses, Lothian Country Buses, East Coast Buses, Moffat and Williamson, Rennies, Prentice, Eves, Ratho Coaches and Edinburgh Coachlines. In this book, Richard Walter illustrates the scenic and contrasting areas that these buses operate in. The bus remains an essential lifeline in many of the smaller towns and villages and vehicles change and adapt as necessary, from the provision of contactless payment and USB ports to the carrying of bikes.



A9760 Urban Buses in Northern England £14.99 Jul

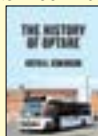
The north of England has long been an area of immense interest to bus enthusiasts. In Urban Buses in Northern England, Peter Tucker presents a fine selection of photographs representing the areas urban bus scene between the 1990s and the present day. Urban Buses in Northern England covers the North East, North West and Yorkshire region of England including operators such as Arriva, First, Northern, Stagecoach and Yorkshire Rider, plus much-loved independents such as Black Prince and OK Travel. Urban Buses in Northern England will be of immense interest to bus enthusiasts and those with an interest in the changing face of northern England since the 1990s.



A9694 The History of Optare

£14.99 Aug

Bus builder Optare was formed by some of its employees in 1984 from the closure of old-established coachbuilder Chas H Roe at Crossgates, Leeds. After establishing itself as a 'new company' and introducing a new product range - initially in the minibus field - it purchased the designs of Birmingham-based MCW when that concern took the decision to cease bus building. After being acquired by Dutch bus builder DAF, following the collapse of that company Optare repurchased itself and became independent again. Then, it was acquired by Hungarian manufacturer American Bus Industries but, history repeating itself, it was repurchased by its management to become independent again. Then, it was purchased in a reverse takeover by the Darwen Group who owned East Lancashire Coachbuilders who, in turn, was acquired by Indian manufacturer Ashok-Leyland, in whose ownership it remains today, albeit still working from its established manufacturing base in Yorkshire.



A9720 Transdev Blazefield Buses

£14.99 Aug

Blazefield commenced operations in 1991, having bought the final shares in the former AJS Holdings group. From the beginning it was clear that Blazefield had a strong approach to passengers and growth of the business. With over 300 vehicles, most of the operations were in Yorkshire with a base in London for its Sovereign unit along with a smaller operation based in and around Cambridge. Route branding, along with a simple livery, was a combination that worked well for increasing passengers and vehicle renewal. The Volvo chassis range and Wrightbus bodywork were the standard for the group. Growth came in the shape of the former Stagecoach operations in East Lancashire. In late 2006 Transdev were successful in acquiring Blazefield. Transdev continued to form a strong brand. Today expansion in local identities along with colourful brands see Transdev taking the lead in modern day bus operation.



A9666 West Yorkshire Buses in Transition

Before & After WYPTÉ

£14.99 Aug

On 1 April 1974, the West Yorkshire Passenger Transport Executive was created by merging the municipal bus fleets of Bradford City Transport, Halifax Corporation with Calderdale Joint Omnibus Committee, Huddersfield Joint Omnibus Committee and Leeds City Transport. The new Transport Executive was divided into four districts: Bradford, Calderdale (previously Halifax and Todmorden), Kirklees (previously Huddersfield) and Leeds. A new livery of cream and light green slowly but surely began to replace the blue and cream of Bradford, the orange, green and cream of Halifax, the red and cream of Huddersfield, and the two shades of green of Leeds. With over 1,500 vehicles and more than 6,000 staff along with the numerous garage and depot facilities, this was a huge operation. By 1976 changes were being made to the livery - while retaining



the colour scheme much of the lining details were replaced and the district name under the Metro logo gave way to Metrobus.

A0388 Wrightbus

£14.99

The history of Ballymena-based Wrightbus dates back to 1946, when the company began producing lorries, vans and mobile libraries largely for Ulster customers. After becoming firmly established, the company turned its attention to building school buses for Northern Ireland's education departments and followed these with conventional single-deck buses and coaches for a variety of UK operators. Since the 1980s, Wrights have expanded rapidly after gaining large contracts to build single-deck, double-deck, and bendy buses for FirstGroup and Transport for London (including the New Routemaster), as well as for other major UK bus groups and operators in Hong Kong and Singapore. In addition, Wrightbus has been a forerunner in hybrid and electric bus technology. Following a reduction in orders, and a number of other factors, the company was placed into administration in October 2019. This book looks at some of the many buses the company produced over the years.



BERNARD MCCALL

BMB97 Looking Back at the

National Bus Company

£16.50

In this book by Bernard McCall at Coastal Shipping, author Andrew Wiltshire is back and taking a chronological view of the National Bus Company. The book contains over 120 top-quality photographs, each with a detailed caption in Andrew Wiltshire's usual style.



BEST IMPRESSIONS

BI405 Maidstone & District

£39.00

This book delves into the character and style of M&D by looking at the company from many different aspects. The authors show how the fleet was modernised rapidly in early post-war days and then developed to meet the challenges the company faced over the ensuing years. The spread of one-man-operation is covered in the look at how the single-deck fleet developed, as is the change to rear-engined double-deckers and the growth of coaches and coaching activities. There is a journey around the patch, taking each depot as a focus for understanding the nature of the diverse territory and services operated, with fascinating asides and diversions that bring out the full character of the company. Joint operation is looked at, including the famous Heathfield Pool, what went on behind the scenes, rules and regulations, not to mention personal stories and reminiscences. Richly illustrated with colour and black & white photographs, maps and diagrams, plus timetable reproductions and period adverts.



BRITISH BUS PUBLISHING

BB330 2020 First Bus Handbook

£19.25

BBNEX2020 National Express Coach Handbook

£15.75 Jun

BB353 English Majors Coaches 6th Ed 2020

£19.25 Jun

CAPITAL TRANSPORT PUBLISHING

CA445 London Trolleybuses -

A Second Album in Black & White

£19.95

Mick Webber's first black and white album in this two-volume set covered the period from 1931 to 1950. This one covers the years from 1950, during which the trolleybuses joined the Central Bus department, until 1962, when the last ones ran in London.



CA447 London's Country Buses

£14.95

In the same format as the London's Sixties and Seventies albums, this new paperback by Kevin McCormack covers Country Buses in Lincoln green in those two decades. With over 100 photographs this book aims to show the different types of vehicles in service during the 1960s and 1970s with both London Transport and London Country.



CROWOOD PRESS LTD

CW70X Dennis Buses & Other Vehicles

£29.95

The Dennis company has been building vehicles since 1895, making it the oldest continuously producing British manufacturer. From its origins in a small Guildford shop, the company has grown to become a major bus manufacturer with its products selling around the world. With over 240 photographs, this book discusses the company's highs and lows, through two world wars, challenging markets and ownership changes while documenting the vehicles produced and their innovative design features, from early cars and street-cleaning machines to vans, buses, trucks, fire engines and ambulances. The author draws on first-hand descriptions of how, and why, some of the company's most successful products such as the Dart, Trident and Enviro buses evolved and explains why their once market-leading fire engines are no longer made. This book analyses the reasons why some products were less successful and considers the future opportunities and challenges that lie ahead.



MIKE GREENWOOD PUBLISHING

MG091 Last Year of Midland Red's BMMO D9

£12.00

1979 was the last year of Midland Red's BMMO D9 in their normal service and during their last working year; Mike Greenwood took photographs almost every month resulting in a staggering total of 356 photos, 291 in black and white and 65 in colour. The best of these are featured in a new 36-page A4 book, self-published by Mike Greenwood, telling the fascinating story of the last year of Midland Red's D9s.



PAUL LACEY

PG326 Thames Valley - A Centenary Album £23.00 Apr

This will be a 144 page, A4 portrait format book with approx. 340 monochrome and 100 colour photos, in album format with informative captions, all previously unpublished views. It covers the full variety of types operated, whilst also exploring the wide and diverse range of services. Published to celebrate the centenary of the formation of the Thames Valley Traction Co Ltd, which occurs in July 2020.



S4565 London Buses, Coaches & Recollections 93 1970

£8.00 Jun

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



PEN & SWORD

P6034 Reliance Motor Services- The Story of a family-owned Independent £30.00 Apr

Between the two world wars and in the years that followed, several generations relied on country buses. In the days when few could afford a car, the bus was the medium to move between homes in often remote villages and the places where they increasingly went to school, worked and enjoyed their leisure hours. This is the story of one such chain of villages across the Berkshire Downs and the family-owned business that grew up around satisfying their needs. George Hedges came back from World War I to become a horse-drawn carrier, but with ambitions to motorise his business. With his family taking the wheel in the 50s, Reliance extended its reach nationwide and even internationally. The small village where it all started, Brightwalton, woke in the mornings to the cough of diesel engines from both Reliance buses and a relative's lorries. When both businesses departed, the village lost many of its jobs, its two pubs and very nearly its school.



TROLLEYBOOKS

TB530 Glasgow Trolleybuses £32.00

Following the familiar Trolleybooks format, Glasgow Trolleybuses is based on original research by Glasgow trolleybus expert, the late Brian Deans, brought to completion by Stuart Little. Brian had written a series of booklets on the system, but until now no full history of the last British system to open has ever been published, and so Trolleybooks are proud to present their latest title. A4 hardback packed with information and profusely illustrated.



SILVER LINK

S4559 Buses & Coaches of Walter Alexander & Sons 1955-1956 £25.00 Jun

Walter Alexander was for many years the largest bus company in Scotland. The operations were divided into three areas - Southern, Fife and Northern. The Southern area was substantially that developed by the Alexander company. In Fife it was the General Motor Carrying Company Limited of Kirkcaldy and Wemyss & District Tramways Company Limited. In Kirkcaldy Corporation tramcars were replaced by Alexander buses on May 15, 1931. In Dunfermline Simpson's & Forrester's Limited was absorbed on April 1, 1938. The Northern area came into Alexander hands from 1930 with the takeover of services operated by the Scottish General Omnibus Group, Northern General Services of Arbroath and the bus services of the London & North Eastern Railway Company in Aberdeen. In 1949 Scottish Motor Traction services around Dundee were transferred to Alexander, and in 1950 James Sutherland of Peterhead followed. This book covers all three areas with views taken in 1955 and 1956.



WOOLYBUS

WB409 2020 Stagecoach Fleet Book £18.00

Unlike other fleet books on the market, this Stagecoach fleet book also includes listings for Sheffield Supertram, East Midlands Trains and South West Trains. This is an A5, softback publication with 200 pages covering the whole Stagecoach fleet for 2020. Inside there are over 150 full cover photographs of Stagecoach vehicles at work throughout the UK. Data correct at time of printing (February 2020).



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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.

NONE TRANSPORT BOOKS

AMBERLEY PUBLISHING

A9089 Britain's Toll Roads £14.99 2021

This book provides a comprehensive state-of-the-practice scan of the toll road sector today, cataloguing all of the toll roads, bridges and tunnels currently in operation. A number of the larger facilities such as the Thames crossings at Dartford or the Mersey or Tyne tunnels are well-known, yet there are many more, smaller turnpikes dotted around the country. Most of these are privately-owned toll bridges in rural locations that date from the 1800s yet still remain in operation today. Robert Bain consolidates all of this information in this book, providing a unique and fascinating glimpse into road tolling in modern Britain. As an avid proponent of road pricing and a keen photographer, Dr Bain visited all of the UK's toll roads, bridges and tunnels in 2018, capturing images and collecting memorabilia. Additional investigations followed through contact with county councils, enthusiast groups, local history societies and archive offices. This book represents the culmination of his research.

CROWOOD PRESS LTD

CW713 The Architecture of British Piers £27.50 May

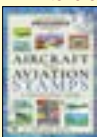
Of all the architectural delights of British seaside resorts, the most astonishing and idiosyncratic is the seaside pier. Remarkable visual spectacles, piers are architecturally extraordinary in concept and at times outrageous in execution. They brought together the Victorian genius for technological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



PEN & SWORD

P7186 Aircraft and Aviation Stamps - A Collector's Guide £16.99

The author has combined his two greatest interests: Transport and Stamp Collecting. Philately (the collecting of stamps) itself is a fascinating hobby looking at the development of postal services in all its forms, designs of stamps that have evolved the Victorian Penny-Black to today's creations, often artistic but dependant more and more on photography with greater or lesser degrees of digital manipulation. In his quest he has covered many unusual places that have only become more accessible with the advent of cheap air travel but has still found it necessary to use his own contacts, library of related books and more recently the internet to research his subject. Like all books in this series, they been laid out as global tour starting in the UK and then travelling in an easterly direction through every continent. Readers will not find every country included but a differing selection in each volume.



TRAMS/LIGHT RAIL BOOKS

ADAM GORDON

AG425 Tramways of Brighton & its Surrounds £25.00

David Voice describes the history of the various tramway operators in the Brighton area over the years. This 108 page A4 softback volume covers: Brighton District Tramways 1884-88; Brighton & District Tramways 1888-89; Brighton & Shoreham Tramways 1889-1898; British Electric Traction Co 1898-1903; Brighton Corporation Tramways 1901-39; Parry People Mover 1994; Volks Electric Railway 1883-present; Brighton & Rottingdean Seashore Electric Tramway 1889-98; Glynde Telperage Aerial Tramway 1885-99; Devil's Dyke Aerial Tramway 1894-1909; Devil's Dyke Steep Grade Tramway 1897-1908; Palace Pier Tramway 1899-1901; Seafrost Monorail 2009-date. Laminated coloured card covers, Illustrated in black & white.



PEN & SWORD

P1953 Croydon Tramlink - A Definitive History £30.00

Croydon Tramlink is a new history about the network linking Wimbledon with Croydon in South London. This is the first full history of this fascinating tramway, which is about to celebrate its twentieth anniversary of opening. The book looks at the political, economic and social aspects of the network, as well as the mechanical history of the system. The tramway has been an important aspect in rejuvenating the Croydon area and improving transport links in an area lacking underground lines.



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

By the late 1920s the existing trams operated by both the Metropolitan Electric Tramways and the London United Tramways were increasingly aged. Although the long-term future of the tramways was open to doubt, the two operators co-operated in the development of one of the most important types of tram ever built in Britain, the Feltham. Conceived following detailed research and the construction of a number of prototype cars, the production Felthams all entered service by the early 1930s. However, the LPTB's plans for converting tram routes to trolleybus operation soon saw these modern cars transferred from north of the River Thames to south of the river. Here the production cars mostly survived until the final conversion programme. This was not the end of the story as the majority were sold for further service to Leeds. The book explores the story of the Felthams in London, Leeds and Sunderland where the unique centre-entrance car, MET No 331, was to operate following withdrawal in the metropolis.



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ROBERT SCHWANDL PUBLISHING

MET59 Tram Atlas Benelux £20.00

In this book, the author presents all urban railways in the Netherlands, Belgium and Luxembourg, traditional trams, light rail vehicles (Sneltram and Premetro) as well as the underground trains in Amsterdam, Rotterdam and Brussels. The book is illustrated with detailed network maps and countless colour photographs throughout the book of all vehicle types currently in use.



MET62U-Bahn, S-Bahn & Tram in Paris £20.00 May

The French capital has much more to offer to urban rail enthusiasts than the world-famous Metro, which is currently being expanded on a large scale in the outer areas of the Paris conurbation. Known as RER, frequent cross-city trains run far beyond the city limits, a network complemented by a series of radial suburban lines classified as Transilien. In addition, there are now 11 tram lines, some of them isolated from each other, including two Tram-Train routes operated by SNCF, and two Translohr lines, which feature trams on rubber tyres. The transport scene is rounded off by two VAL systems, driverless small-profile metros that connect the two major airports. In this book, Christoph Gronneck presents every means of urban rail transport, giving an overview of the respective histories of each system and the vehicles used. At the end of the book, the reader will find detailed maps in the form of an atlas of the entire metropolitan area of Paris, which is home to some 10 million people.



in this book were taken by the late Keith Holt. He was brought up in West Yorkshire and, like many youngsters at that time, developed an interest in railways as he cycled around the West Riding to visit places of interest. He always took photographs, including many of the iconic Class 40 locomotive. This book acts as a fitting tribute to his longstanding interest in the railways, and reflects the varied work carried out by the Class 40.

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

The 1950s and 1960s was a time of profound cultural and technological transformation. With ingenious and vivid recollections, we journey back to post-war East Anglia and the East Coast Main Line with many locations changed beyond recognition. In the 1950s, railway pride and optimism overcame staff shortages; returning locomotives to pre-war performance and introducing modern BR standard classes. By the 1960s, fiscal efficiency and the dawning diesel era turned pride to neglect of steam. Heroic workhorses were lost to scrap. As the mood turned to melancholy, just a few of these great workhorses became pets - polished, loved, and cared for by dedicated railway workers and a growing band of enthusiastic volunteers. People, machines and landscapes are crystalized on film for future generations; reawakening memories for those who lived through this time of change and offering a fascinating insight for those who are too young to have been trackside during this intriguing period of railway history.

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

The two most westerly counties in England remain hugely popular for travellers looking for a break in the UK. Perhaps less well known is the fact that, against all the odds when faced by the Beeching Axe, a number of popular destinations can still be reached by today's railway. From Barnstaple to Gunnislake, Exmouth to Falmouth, John Jackson explores the variety of lines and stations that remain on the railway map in the counties of Devon and Cornwall. With much of the area's industry now consigned to history, there is little remaining freight traffic in the area. The main exception is the flow of Cornish China Clay for export that is still carried by rail and centred on the area around Par and St Blazey. The author has spent countless hours chasing these somewhat elusive workings in recent years. From rolling countryside to seaside views, these two counties have it all.

RAILWAY BOOKS

AMBERLEY PUBLISHING

A8207 Class 150 Sprinters £14.99

Since their introduction in 1984, the Class 150 series of 'Sprinter' Diesel Multiple Units have plied their trade across the UK - from Cornwall to Scotland and many places in between, they replaced large numbers of aging 1950s-built rolling stock. The backbone of many regional and rural services in the UK, the 'Sprinters' are a common sight on the modern railway. This book takes a look at the 135-strong fleet and the routes they operate.



A6117 Class 40 Locomotives £14.99 Nov

Mainly covering the mid-1960s to the mid-1980s, this collection of images offers a fascinating survey of one of the iconic locomotives of twentieth-century Britain: the Class 40. A common sight in Scotland and the north of England in the latter part of the century, the Class 40 continues to capture the imagination of railway enthusiasts everywhere. Used to haul both heavy freight and passenger trains, this book captures a locomotive at the peak of its powers, with previously unpublished images showing Class 40s both at work and rest. The vast majority of the photographs



A7370 Freightliner Locomotives**£14.99 Nov**

Dating back to 1965, Freightliner is still going strong today; a great success for rail freight. It started life moving shipping containers from ports to inland terminals, where specialised cranes were used to tranship from rail to road. These trains serve no fewer than nineteen intermodal terminals across the UK. With the privatisation of British Rail in 1996, Freightliner's assets were transferred to a new company called Freightliner 1995 Ltd, in readiness for sale. Then in 1999 Freightliner set up the Heavyhaul side of the business as a direct competitor to the bulk rail freight company English Welsh & Scottish Railway (EWS). Today there are major maintenance depots at Crewe Basford Hall, and Leeds Midland Road, while the main marshalling yard and stabling point is at Crewe Cheshire. With a stunning collection of full-colour photography taken around the country, Dave Smith offers up a fantastic pictorial tribute to this icon of Britain's railways.

**A9097 French Railways A-Z****£14.99**

The railways of France present a uniquely interesting picture, consisting as they once did of two entirely separate but overlapping systems: the standard-gauge network of the great railway companies and the mostly meter-gauge network of the local rural railways. This book attempts to provide a comprehensive picture of this fascinating diversity. Featuring a variety of locations throughout France, subjects covered include the seven pre-nationalisation railway companies; locomotives of all types, including the successful and the spectacular failures; freight and passenger trains; the great railway engineers; famous lines, such as the Vivarais, as well as the not so famous; tourist railways; some of the great engineering marvels, such as the Viaduc du Gabarit; accidents and disasters; railways in wartime, and even railways which were built but never saw a train. Using the authors own photographs as well as historic postcard views, this book will appeal to anyone with an interest in railways.

**A8211 GB Railfreight****£14.99**

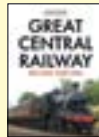
Formed in 1999, GB Railfreight was one of several new rail freight operators to appear after the privatisation and break-up of British Rail in the 1990s. After winning a contract to operate infrastructure trains for Railtrack in 2000 the company enjoyed a long period of rapid growth to become one of the UK's principle rail freight companies, later expanding into passenger operations. Today, with a fleet of over 100 locomotives, the company operates a wide and varied range of services across the UK. This book aims to take a look at the operations and fleet of this successful rail business.

**A9964 Glory Days Steam in East Anglia****£14.99 Nov**

Steam in East Anglia recalls the era when steam ruled the tracks and the railways conveyed passengers and goods, from the commuter lines of Tilbury and Southern to the rural tranquillity of north Norfolk. There are sometimes conflicting ideas about which parts of Britain comprise East Anglia. This book describes and illustrates the steam trains which ran within Essex, Suffolk, Norfolk and parts of Cambridgeshire. The book concentrates on the years between the mid-1930s to the end of steam. Apart from the Pacifics, preservation has not been kind to the London & North Eastern Railway and its forbears. There are precious few locomotives left and it is a tragedy that no B17 or Claud was saved but it is a relief that two Thompson B1s have been preserved.

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

No railway closure in the Beeching era was mourned more than that of the Great Central Railway's main line southward from Nottingham. From its cathedral-like edifice at Victoria to the distinctive island platform stations that served towns and villages all the way to London, the Great Central touched the hearts of enthusiasts and the general public alike. This book tells the story in words and pictures of the years just before and after closure, from glorious express trains to heart-rending views as the old line was firstly abandoned and then mercilessly destroyed.

**A4944 Industrial Locos & Railways of Wales****£19.99**

The industrial and minor railways of Wales are neglected topics deserving of greater attention. Following on from 'Industrial Locomotives & Railways of Scotland', Gordon Edgar uses his excellent collection of photographs to explore these fascinating railways and their locomotives. Primarily utilising previously unpublished photographs, the author offers a fascinating insight into the industrial railways and locomotives of this region, endeavouring to convey the raison d'être of such railways held in great affection by many.

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

Iron Empires tells the story of the men who created the all-important nationwide railroad system that spread across the country during the Gilded Age of the late 19th century - a time where industrialisation accelerated, fortunes were made and squandered, and the ruthless robber barons of the United States pursued wealth and power by any means necessary. Two of the giants of the age, JP Morgan and EH Harriman, fought for primacy of the all-important railways and remade American industry in the process. Their conflict culminated in the greatest and most controversial corporate takeover battle in American history as Morgan and Harriman jostled over the Northern Pacific railroad. The nationwide securities market would be shaken to its core, and thousands of investors would see their fortunes eradicated as collateral damage. Featuring con men, tycoons and Wall Street



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operators, *Iron Empires* tells the story of how the Morgan-Harriman war turned railroads into an industry and, in the process, defined an age.

A8740 North East Rlys in the 1970s & 80s £14.99 2021

John Carlson takes a new look at the north-eastern rail scene. Focusing mainly on the years 1975 to 1985, this collection of around 180 colour and black-and-white images, almost all previously unpublished, takes a look the regions railways in the 1970s and 1980s. Captured here are images that encapsulate intercity expresses at speed and rest, show freight being shunted and hauled in yards and on main lines, and portray the enthusiasts and passengers that photograph and ride them. Although focusing on the region's major railway centres, such as Newcastle, York and Doncaster, branch lines and out-of-the-way vantage points have not been neglected.

A8754 North West Rlys in the 1970s & 80s £14.99 Nov

John Carlson takes a new look at the north-western rail scene. Focusing mainly on the years 1975 to 1985, this collection of around 180 colour and black-and-white images, almost all previously unpublished, takes a look the regions railways in the 1970s and 1980s. Captured here are images that encapsulate intercity expresses at speed and rest, show freight being shunted and hauled in yards and on main lines, and portray the enthusiasts and passengers that photograph and ride them. Although focusing on the region's major railway centres, such as Carlisle, Preston and Manchester, branch lines and out of the way vantage points have not been neglected.

A9718 Preserved Pre-1948 Railway Carriages £14.99 Jul

Preserved (or heritage) railways have, in the majority of cases, at least one working steam locomotive and either a diesel unit or a diesel locomotive. However the main thing these railways need to keep them going is the general public coming along and riding the trains. It's all very well having a decent size fleet of working locomotives, but without any carriages to carry people in, you might as well call your railway a museum. The carriages on a heritage railway are just as important as the locomotives. With nearly 200 previously unpublished images, Royston Morris looks at some of these often underappreciated stars of the preservation scene.



A9738 Preserved Rlys of Eastern England £14.99 Nov

Among the many lines that branch all around the East of England, there are some that can be seen diverging from stations that are never used by the train operating companies. These lines head to hidden gems within the East of England known as preserved railways. These provide their own different views and panoramas across the East, and with their range of classics steam and diesel locomotives are a mecca for the railway enthusiast. In this book there are seven preserved railways that can be found in the East of England, all of which vary in different length and different trains. Perfect for both local visitors and those from further afield considering a trip, this is an affectionate tribute to an important part of our national heritage.

A9016 Rail Rover- East Midlands Rover £14.99 Nov

In this book, the author takes full advantage of the diversity on offer as a regular user of this rail ticket. It offers the choice of three of the country's main lines stretching north to south across the ticket's boundaries (West Coast, Midland and East Coast) and a wide variety of other railway lines in between. With Milton Keynes at its southern edge and north to Sheffield and Doncaster, from Staffordshire on the West Coast Main Line eastwards to Lincolnshire and South Humberside, it is an area rich in contrasts. The rover user is spoilt for choice of passenger train operators. Express services are provided by Virgin's Pendolinos and LNER's Class 91s and, soon, state of the art Azumas, among others. These are complemented by a wide variety of both diesel and electric local services ensuring every day's journey is different. The area also has some of the busiest freight train hotspots in the country.

A8259 Railroads of Montana

£14.99

'The Last Best Place' slogan certainly describes well the huge state of Montana that stretches some 630 miles across and is located in north-western United States. Three railroad main lines once spanned its width, but the unfortunate abandonment of the Milwaukee Road left only the Great Northern and Northern Pacific routes, now Burlington Northern, to move the tonnage. Union Pacific also reached into the state from Utah in the south-west, the earliest line built into the territory by predecessors arriving in mineral-rich Butte in 1881. Today, over 3,000 miles of track crosses Montana under 'Big Sky Country', climbing magnificent mountain passes and sweeping across great prairies that prevail in the eastern portion of the territory. Dynamic BNSF dominates the railroad scene, with remarkable Montana Rail Link providing an important link in Montana railroading. UP and several short line provide added colour to the trains in the 'Treasure State,' making the railroads of Montana a visual gem.



A8119 Railway Accidents & Incidents

in South-East England

£14.99 2021

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

A9918 Railways of the Chilterns**£14.99 Nov**

The Chilterns consist of a band of chalk hills to the north-west of London stretching from Oxfordshire to Hertfordshire. It so happened that these hills were directly on the routes of five major companies' routes to the North and Midlands. These were: the Great Northern, the Midland, the London & North Western, the Great Central and the Great Western. As well as the main lines there was a large number of branches, now nearly all closed. To complete the picture, to the north of the Chilterns was the Oxford to Cambridge transversal route, part of which remains open, and part of which is being actively restored. This book relates the story of these lines and their branches, through their construction and operation, the closures of the 1960s, to the situation today. Illustrated throughout with historic and modern photographs, maps, diagrams and timetables.

A8595 Railways of the Middle East-**The British Influence****£14.99**

The 'British' period in the Middle East began with Lawrence of Arabia's attacks on the Hedjaz Railway in the First World War and the eventual defeat of the Ottoman Empire. It ended with the creation of the state of Israel after the stormy British mandate in Palestine. New international routes were established into Egypt and western Lebanon. There was also a powerful British influence on the railways of Iraq, Egypt and Sudan. This book is divided into chronological periods: pre-1918, between the wars, and 1939 to the present day. All manner of British-built locomotives and rolling stock, whether purpose-built or hastily requisitioned in wartime, saw service all over this fascinating region, and this book attempts to show that variety.

**A9581 South Wales Railways in the 1980s****£14.99**

The South Wales Division was one of the three operating divisions of the Western Region. The division included the South Wales Main Line from Severn Tunnel Junction to Fishguard Harbour, as well as numerous branches in the Valleys and West Wales. The division also controlled the Central Wales Line and the North and West route via Hereford as far as the regional border at Craven Arms. The South Wales Main Line was very busy, particularly the four-track section between Severn Tunnel Junction and Cardiff, and saw InterCity HSTs and loco-hauled services to Cardiff and Swansea. DMUs were used on local services in the Cardiff Valleys and in West Wales. Freight traffic was very important on the division. Steel traffic moved between the various BSC works, and petroleum trains were dispatched from refineries at Milford Haven. Meanwhile coal was forwarded from numerous collieries, many on branches that were still controlled by semaphore signalling.

**A9197 Second Generation Scottish DMUs****£14.99 Nov**

Second Generation DMUs in Scotland covers the modern diesel multiple units introduced by BR from 1981. It encompasses locations from Aberdeen in the north to virtually the whole of Scotland and also to Carlisle just over the border. This book covers units from the experimental Class 140s, introduced in 1981, right up to and including Class 185s still in use with TransPenine Express. Possibly the best unit introduced to Scotland are the Class 156 units based at Corkerhill Depot in Glasgow. These units can be found working from Newcastle to Mallaig. The new generation of DMU fleets can go faster and travel further and have generated a huge following. Here, Colin J Howat combines previously unseen historical black and white photography with modern digital examples to tell their story.

**A9828 South Yorkshire Railways****£14.99 Nov**

Coal and iron making first brought railways to what is now called South Yorkshire. The industrial towns of Sheffield, Rotherham, Barnsley and Doncaster attracted the Victorian pioneers, who built a myriad of often competing lines to the collieries and factories. The carriage of people was almost an afterthought, but once there was demand, the passenger routes followed, linking the growing centres of population and connecting major cities in adjoining counties and further afield. Perhaps most historically of all, the immense challenge of piercing the Pennines at Woodhead was met with the construction of the Great Central's line from Sheffield to Manchester, later famously electrified and then closed. This photographic collection presents a selection of images, across this diverse county, from the 1970s to the present day, from the dying days of the pits to the era of the internet-enabled trains of the 21st century. Many of these pictures feature infrastructure and locations that have long since disappeared.

A9631 Southern California Railways**£14.99 Sept**

Southern California Railways looks at the operations of some of the many railroads that serve the southern half of the Golden State. Including the passenger operations of Amtrak, Metrolink and San Diego Coaster and the freight operations of the Union Pacific and BNSF Railway as well as some short line operators. The book shows some of the huge variety of trains and locomotives that ply their trade in the area. The book focuses on the area south of San Luis Obispo and Bakersfield, including Los Angeles and San Diego, as well as the Mojave Desert and Salton Sea.

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A8919 Telford Steam Railways £14.99 2021

Telford Steam Railways is based on part of the ex-Great Western Railway line from Wellington to Craven Arms via Ironbridge, which was completed in 1867 and closed to passengers by 1962. By good fortune the line to Horsehay was kept open for irregular transportation of bridge parts. Telford Steam Railway can be traced back to the purchase of ex-GWR loco No. 5619 in the mid-1970s. Since those early days the group of volunteers have transformed the railway into a major local tourist attraction. Regular trains operate, initially only from Horsehay to Heath Hill Tunnel, but with grit and determination an extension was opened back into Lawley, involving the movement of 50,000 tons of spoil and extensive ground works. The operating Trust now have grand plans to extend the railway back in to the World Heritage Site of the Ironbridge Gorge. Extensive use of members' photographs detail the history of the original line, the story of Telford Steam Railway and the plans to complete their journey to Ironbridge.

A9526 The Branch Lines of East Anglia: Harwich Branch £14.99

The Manningtree to Harwich railway branch linked the Great Eastern Main line to the ports of Harwich and later Harwich Parkeston Quay. From the early days of the railways the management encourage boat train services to the continent. These peaked in the 1980s. This book is a journey along the line visiting all the open and closed stations passed on the route of the line. Contained within are older pictures, from the GER and LNER era, plus steam views from the 1950s and shots of the diesel era and post-electrification era that followed. Although much rationalised the branch is very much still with us and enjoys frequent electric train services to Manningtree, Colchester and London Liverpool Street.



A8503 Fifteen Guinea Special- End of Steam and the Story of Preservation on the Mainline £14.99 Nov

The Fifteen Guinea Special was the last steam-hauled British Rail passenger service on 11 August 1968. A day later, the once living and breathing steam locomotives fell silent, some never to run again. Hardman begins with an in-depth look into the Fifteen Guinea Special with first-hand accounts, and explores how the train has developed to become a cornerstone of British history. Barry Scrapyrd, Dai Woodham and the world-famous Flying Scotsman then played a huge part in inspiring the resurrection of steam and the saving hundreds of locomotives from certain demise. Fifty years on, steam is alive and well and there is a re-kindled flame in the hearts of the British public. We take a step-by-step journey into the twenty-first century following the highs and lows of the business of steam-hauled mainline charters, bringing the story fully up to date.



A8842 Bluebell Rly: 60 Glorious Years 1960 £14.99

The Bluebell Railway in Sussex was the first standard gauge former British Railways line to be taken over after closure by volunteers, having seen the early success made previously on the narrow gauge by the Tallylyn Railway and Ffestiniog Railway in Wales. The 4.5-mile railway opened from Sheffield Park on August 7, 1960, a year after the founding of the Bluebell Railway Preservation Society. Sixty years later the extended 11-mile line is supported by 10,500 members of the society, 30 full time staff and a 4.2m turnover business as a major tourist attraction. Colin Tyson is only the second editor of the long-running society journal Bluebell News and this book sets out to focus on the highlights of progress in each of its glorious years.



A9772 The Era of Rail Blue £14.99 2021

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

A9597 The Last One's Gone: Lost Railway Locations of the 1960s £14.99

With the effects of the Beeching Axe beginning to be felt, British Railways employee Keith Widdowson set out to capture as many scenes and locations as he could before they slipped away into the history books. As steam-powered locomotives became an increasingly endangered sight, Widdowson journeyed across the UK seeking out doomed lines and stations, as well as motive power depots that have also long since disappeared from the landscape. With a wealth of photographs, many of which are previously unpublished, this is a nostalgic trip back to the halcyon days of Britain's railways and an important document of what we have lost.



A9822 The London, Midland & Scottish Railway Vol 7 - St Pancras to Sheffield £14.99 Nov

The Midland main line from London St Pancras to the north of England is one of Britain's most important trunk routes. With its various loops and branches, this major artery of communication links major centres of population such as Leicester, Derby, Nottingham, Sheffield, Manchester and Leeds. Notwithstanding its obvious importance as a busy main line, the Midland route was built in piecemeal fashion, the various sections (from

London northwards) being the Midland Railway London Extension (opened 1868); the Leicester & Hitchin Railway (1857); the Midland Counties Railway (1840) and the North Midland Railway (1840). In recent years the Midland line has been regarded primarily as a link between London and Sheffield, although a number of services have continued to run through to Leeds, Manchester and other destinations in the north of England.

A8189 Scottish Region in the 1970s & 1980s £14.99

Scotland has always been an attractive destination for rail enthusiasts - a place with picturesque scenery and a variety of traction scattered across the country, with the BR Blue era offering a wonderful juxtaposition between the grit of hardworking locos and their more serene surroundings. With a variety of previously unpublished photographs capturing the Scottish rail scene during the 1970s and 1980s, Andy Gibbs offers up a wonderfully evocative and nostalgic look back on an interest period of British railway history.



A9766 Stanhope & Tyne Railroad Company £14.99 Nov

Opened in 1834, the Stanhope & Tyne Railroad Company's line ran from the limestone district of Weardale, via the collieries of North West Durham to the mouth of the River Tyne at South Shields. This extraordinary railway used horses, steam locomotives, stationary engines and gravity-worked inclines to transport lime, limestone and coal. The company soon found itself in financial trouble, and its downfall almost bankrupted Robert Stephenson, who was consulting engineer for the company. Change of ownership saw the line become profitable, one half being run by the newly formed Pontop & South Shields Railway Company, the other by the Stockton & Darlington Railway Company, with the two halves later coming under the ownership of the North Eastern Railway and later the London & North Eastern Railway and then British Railways. The story of this remarkable line and its varied ways of working are told here, accompanied by images of the route, the locomotives, equipment and men who ran it.

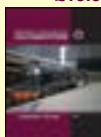
A9042 The Woodhead Route: A History £14.99 Nov

In *The Woodhead Route: A History*, transport historian Stephen Heginbotham takes a fresh look at the famous and much mourned route. Perhaps the most keenly missed stretch of track in the entire country, the possibility of the route being reopened remains an ever present issue when the state of the nation's railways are discussed. Utilising a superb selection of previously unpublished photographs from the camera of Ian Blackburn, the true story behind this iconic part of the British landscape is told.

CRECY

CR964 abc British Railway Locos 1954 £13.50

Reprints of the Ian Allan Publishing abc series that ran from the 1940s through to the 1960s are a wonderful, nostalgic snapshot of a railway scene which has long since disappeared. The latest addition to this series is that of the Combined Volume which was published in 1954. This was a very interesting period in the development of the BR steam locomotive



fleet in the 1950s. There were many venerable pre-grouping classes still around and thousands of locomotives built or designed by the Big Four, but by 1954 all of the British Railways Standard classes were in production, including the unique Class 8 Pacific No 71000 Duke of Gloucester and the first of the 9Fs which entered service that year. This was a fascinating year and a very welcome addition to this series.

CR959 abc Rail Guide 2020 £25.00

abc Rail Guide has established itself as the most comprehensive, detailed, accurate and reliable guide to the rolling stock used on the railway networks of the British Isles. The new 2020 edition has been thoroughly revised and updated and reverts to its original format in providing a complete overview of all of the railway, metro, light rail and tramway systems, London Underground and heritage lines in the UK and Ireland. The book offers the most accurate listings, in operator order, of the locomotives, multiple units and stock used on the railways of Britain and Ireland. Entries are also separately cross-referenced to their operators. There has been a huge amount of investment in recent years in the rolling stock fleet and all these new types are described and illustrated to maintain the in depth coverage of all motive power for which abc Rail Guide is renowned.



CR965 Edwardian Steam-

A Locomotive Kaleidoscope

£25.00 Aug

On the eve of WWI, there were 19,245 route miles of railway in Britain. Apart from some suburban electrification in a few major city areas, this vast network was worked entirely by steam locomotives. Each year several hundred locomotives were built while others were scrapped. The picture was therefore continually changing almost by the day, as between 1901 and 1914 a new build locomotive design or variant appeared somewhere, on average, at the rate of one every three weeks. The dramatic increase in the size of locomotives during this fairly short period was also unparalleled. It was goods rather than passenger traffic that earned most revenue for many railways. Railway engines consumed about 13 million tons of coal annually and as the pit head price of coal steadily increased, the railways sought ways to reduce their coal consumption and thereby maintain profitability, superheating being an important innovation in this respect at this time.



CR896 Impermanent Ways Volume 15 -

Across the Shires

£12.95 Jun

This the fifteenth volume in the series, one of the most enduring and admired collections of railway titles published in recent years, is also a departure for the series as hitherto, volumes have focused on lost lines and infrastructure in different counties or geographically defined areas of the country. However, the latest addition to the series is something of a departure from previous books in that it focuses not upon the disused stations of one or two counties but instead ranges across the country from the South

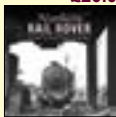


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Coast to the Scottish Highlands to examine some of the wider aspects of railway infrastructure which has been lost including signalboxes and former steam motive power depots. It also takes a brief look at the scene in the North West of England in 1968, the final year of BR's steam operations.

CR894 Northern Rail Rover £20.00

Allan Heyes was, like many, a man who was saddened by the rapidly impending demise of steam in the mid and late 1960s. However, unlike some who just sat and watched, or who recorded ever fewer numbers in their spotter's books, he did something about it, setting himself up to record the scene on film and capturing not just the subject but the environment. Steam finally disappeared from use on Britain's railways in August. This is no mere 'book of trains and engines'. Instead it is a photographic record - a tribute even - to steam in its actual working condition. No glitz, no glamour, just the machine and where it worked, a tribute going back to the days of George Stephenson. In this book, Allan Heyes aims to recreate, using his personal pictorial record, the final years of the steam locomotive and its working environment in the North of England and Central Scotland. The accelerating demise of steam in the spring of 1964 was a call to action which continued unabated until August 1968.



CR962 Peter Gray's West Country Railways £25.00 Jul

The name of Peter Gray will need little introduction to lovers of railways in the West Country. The compiler of several colour albums all of which are sought after and long out of print, Peter's vast collection of colour material is now in the hands of the Great Western Trust at Didcot who have made available the images to produce what might well be described as a tribute album to this master of railway photography. The photos, dating back to the 1950s, cover lines in the counties of Somerset, Devon and Cornwall and span the period from the steam era through the years of transition to the complete dieselisation of the railways. The images in the book feature subjects ranging from tank engines on long closed branch lines to Warships and Westerns on expresses and half-forgotten services such as the MotoRail trains.



CR698 Railway Atlas Then & Now 3rd Ed £20.00 Apr

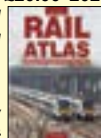
This is a new, revised and fully updated edition of one of our most popular railway atlases. The key to the attraction of this atlas is the ease with which it enables comparisons to be made between today's railway network and that which existed in 1923. The book includes 45 maps from each period alongside a detailed gazetteer and brief introduction. The contemporary maps have all been revised and updated for this new edition. They include information about railway lines that have been closed and converted for other purposes such as walking or cycling routes, or have found a new use as heritage lines, tramway conversions and the like. Other information includes the location of all post-1923 steam sheds and current diesel



and electric depots, railway museums and a wide range of modern commercial narrow gauge and miniature railways. The Atlas also provides a list of all stations that have both been opened and closed between the 1923 and the present day as well as those currently under construction.

CR681 Rail Atlas of Great Britain & Ireland 15th Edition £20.00 2020

The Rail Atlas of Great Britain & Ireland was first published in 1977 and 2020 will see the release of its new 15th edition, proof indeed that the Atlas is one of the most successful and sought after railway titles ever published. The Atlas is the most accurate, reliable and up to date guide to the current railway network in the British Isles. Lines open to all traffic and those used by freight only are differentiated as are single track sections. The maps also show preserved lines, freight terminals, LRT schemes, passenger stations, lines under construction and proposed lines. This new edition as always has been fully revised and updated whilst retaining the convenient format established in previous editions. The mapping on each page overlaps with that on adjoining pages to make it easier to follow a long-distance route. Where appropriate, additional detailed inset maps have been drawn to show the complex railway developments in metropolitan areas such as London and Manchester.



*****Please note, this book has been delayed due to author illness. It can be pre-ordered and details of a release date will be published as soon as available.*****

CR893 Southern Way Issue No 49 £14.95

The Southern Way is a journal of record for all those interested in the history and heritage of the Southern Railway, its constituent companies and the Southern Region of British Railways. Edited by Kevin Robertson, whose extensive knowledge of all things SR and whose many publications on the railways of the south of England are well known to SR enthusiasts, each volume contains a series of authoritative articles on an always interesting range of topics, copiously illustrated with a wealth of photographs.



CR895 Southern Way Issue No 50 £14.95

The Southern Way is a journal of record for all those interested in the history and heritage of the Southern Railway, its constituent companies and the Southern Region of British Railways. Edited by Kevin Robertson, whose extensive knowledge of all things SR and whose many publications on the railways of the south of England are well known to SR enthusiasts, each volume contains a series of authoritative articles on an always interesting range of topics, copiously illustrated with a wealth of photographs.



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I3836 Station Operations for the Modeller £20.00 2020

Highly regarded author Bob Essery brings his personal experience as a railwayman and railway modeller to bear on the operation of model railway station layouts. Following the same principles as his highly praised previous books on a variety of



railway operations for the modeller, here he concentrates on the various operations to be seen at stations. The principles of operation in these examples will apply to all railways and will guide the modeller today who is no longer able to see at first-hand how the railway worked in the steam era. The book is organised into types of station. Prototype examples are shown of each of the following station types illustrated with photographs, trackplans and working timetables.

CR897 The Evolving Railway 1951-1976 £20.00 May

In this book the author has selected his favourite images from his vast collection, telling the stories behind many of them. The photos chosen concentrate on the years between 1951 and 1976 and



include both steam and other motive power as well as trains, locations and infrastructure which has since been consigned to memory. As well as being a celebration of the work of one of our finest railway photographers, this new book contains a wealth of memories for all those interested in Britain's railways from the 1950s onwards. It presents both a personal and also a public journey covering the length and breadth of Britain undertaken by a man who from the outset knew a good subject when he saw it and could record it in a technically assured and visually striking manner.

CROWOOD PRESS LTD**CW711 The Architecture and Legacy of British Railway Buildings 1820 to Present Day £25.00 May**

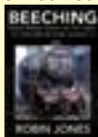
Railway buildings have always had a fascinating character all of their own, despite many no longer being in operational railway service. This book tells the story of how these buildings evolved alongside the development of



the railway in Great Britain and examines how architects over the years have responded to the operational, social and cultural influences that define their work. Written for those with a keen interest in architecture and the railway, as well as those new to the subject, *The Architecture and Legacy of British Railway Buildings* provides a unique insight into the production of railway architecture, both in the context of railway management and the significant periods of ownership, and the swings in national mood for railway-based transportation. As well as tracing its history, the authors take time to consider the legacy these buildings have left behind and the impact of heritage on a continually forward-looking industry.

GRESLEY BOOKS**GB814 Beeching - The Definitive Guide £14.99 Jun**

Described as the most hated civil servant in Britain, Dr Richard Beeching was appointed as chairman of British Railways with one key directive, to cut the soaring losses. The 1950s had seen the start of a mass shift from public to private transport, as lorries, cars, buses and motorbikes replaced trains. So often pilloried by the press and public for closing numerous picturesque and romantic country branch lines, leaving even many large towns cut off from the railway network, Beeching might also be seen as merely streamlining a process that was already under way. Back in the early 1960s, there were many who thought the days of steam locomotives numbered, and, those of railways too. Robin Jones looks back at the forces that were shaping the railway's fortunes, the Beeching Axe, its critics, aftermath and its repercussions today. Was Dr Beeching the villain of popular legend or was he a hero who made Britain's railways into a slimmer, leaner machine far more capable of tackling the challenges of the future?

**GB825 Before Rocket - Steam Loco up to 1829 £12.99**

Rocket is perhaps one of the best-known railway locomotives in history. Entered by George and Robert Stephenson and Henry Booth for the Rainhill Trials of October 1829, Rocket was the outright victor and paved the way for the dominance of the steam railway as the major means of communication for the next hundred years or more. But Rocket was not 'the first' locomotive - that honour goes to the work of Cornishman Richard Trevithick, while the Middleton Railway saw the first commercial use of steam locomotives in 1812. This book sets out to chart the development of the steam locomotive from its birth with Richard Trevithick up to the momentous year of 1829, showing just how far the locomotive had come in a quarter of a century, to go on to be the world-changing invention it became.

**GB819 Brunel's Big Railway Creation of the Great Western Railway**

£14.99 Jun

Engineering genius Isambard Kingdom Brunel's Great Western Railway was not only bigger, wider and faster than any other of its day, but linked London to New York via his great steamships from Bristol. His unique broad gauge 'super railway' also connected Paddington to Plymouth and Penzance, and for decades was one of the wonders of the world. More than two centuries on, many of his historic structures along the route have been given listed building protection so future generations can admire and enjoy them. This book looks at the history of the railway from London to Bristol and Brunel's Great Western legacy that was to lead the company to even dizzier heights.



GB821 Mallard - The Story of Britain's Most Magnificent Locomotive £14.99 Jun

On July 3, 1938, LNER A4 streamlined Pacific No. 4468 Mallard reached 126mph, setting a world steam speed record that has never been broken. It was the zenith of not only a great decade in which glamorous express trains competed to see which could travel from London to Scotland in the fastest time, but also the steam age itself. Author Robin Jones tells the story not only of LNER chief mechanical engineer Sir Nigel Gresley's Pacifics and Mallard's international headline-grabbing feat, but also that of the five other A4s still with us - including the 'Mission Impossible' repatriation of Dwight D Eisenhower and Dominion of Canada and their cosmetic restoration in their 'home' country - to make the 'Great Gathering', one of the biggest and most successful events in the history of railway preservation, a dream come true.



NREA

NRE31 British Locomotives Multiple Units & Coaches 2020 £10.95

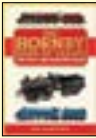
This is the 2020 edition of the Spotters Companion. Compiled by the National Railway Enthusiasts Association, detailing all locomotives, DMUs, EMUs, coaching stock, Charter stock, Eurostar and light rail vehicles currently in use on the UK's rail network. A6, 160 pages, softback, not illustrated.



KEY PUBLISHING

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

The Hornby brand is a truly British icon. Here in one volume is a year by year account of the fortunes, successes and occasional failures of the famous model railway brand. The Hornby name has been carried by three very different model railway systems and has had four owners. It has always stood for quality and, unlike its competitors, has survived for a hundred years by out-witting every toy industry recession that came along. The story is told, one year at a time, by model railway historian, collector and author, Pat Hammond, and contains pictures of many of the models that have been produced over the years, including several which never made it into full production. It also contains breaks at the end of each decade to summarise development and to cover wider issues.



OPC

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

This is a revised and expanded edition of one of the best-reviewed and best-selling titles of 2018, Atlas of Railway Station Closures. The Atlas shows all standard gauge railway lines built in Britain and the dates when each line and every station on those lines was closed. The first part of the book consists of an atlas of the entire railway network. On these maps line closures are colour-coded by decade. The company, BR Region or later organisation owning the station at the time of the closure is listed, as well as the last pre-grouping owner. The name of the station used is in every instance that applied at the time of its closure. The second part of the book provides a complete index and gazetteer listing all station closure dates if the station has closed, and highlighting those still in use. This book encompasses a wealth of invaluable information organised and presented in an accessible format and some comments from readers about the previous edition have been incorporated into this new edition.



MIDDLETON PRESS

M5643 Nottingham-Long Eaton-Derby £18.95

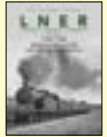
The line-side along this route varies greatly and includes many different industries and agriculture. In consequence, there is a great diversity of freight stock to be enjoyed along this line which crosses the Nottingham, Derbyshire border.



OP671 LNER Passenger Trains and Formations

Volume II 1923-1968 £35.00 2020

This book follows on from the authors' previous successful volume which focused on the principal services operated by the LNER and its successor, the Eastern Region of British Railways. Many of the secondary services discussed in this volume declined over time and the sometimes eclectic range of rolling stock seen on these workings in the steam era is often overlooked today. The variety of traffic they had to convey added to the wide range of vehicles that could be seen on these services. This could include passengers' luggage in advance, mail, parcels and newspapers along with types of perishable traffic such as fruit, fish and milk. In addition to scheduled services, special trains were a regular feature of the Working Timetables. To highlight a few of these, trains were provided to cater for itinerant theatrical companies and excursions of all types to many destinations were frequently promoted by the railway operators to enhance revenue.



M5640 Wyomndham to Wells £18.95

This historic line was laid on fairly level ground in beautiful countryside, which is illustrated in many of the pictures. A wide variety of locomotives on both goods and passenger traffic adds to the interest. Following the gradual abandonment of the line by British Rail, a number of tourist and heritage railways have become established along the route, and these later developments are fully covered in this book.



OP688 The Blue Pullman Story

Revised & Expanded Edition £40.00 Apr

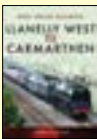
Since the original publication in 2005, a considerable amount of new material has been unearthed. This is all included in this revised and updated edition of the definitive history of these fascinating trains, which spans from their inception in the 1955 Modernisation Plan, through to their final demise in the scrap yards of South Wales two decades later. The development of the Blue Pullmans involved political and management decisions, the trials and tribulations of the actual design and the sometimes difficult involvement of outside design consultants, before their eventual entry into service on the London Midland and Western Regions. It was never a completely settled service. Staffing and labour relations issues, mechanical problems and an eventual concentration of all the sets on the Western Region put too many special trains in one place, whilst at the same time the Pullman brand and the willingness of the travelling public to pay supplementary fares to travel on them was finding less favour.

**PEN & SWORD****P4915 Freight Trains in the North of England - An Illustrated Survey 1955-2018 £25.00 Sept**

We all remember the famous trains of yesteryear like 'The Flying Scotsman', 'The Royal Scot' and 'The Waverley', passenger trains from the great days of steam, but behind the glamour of these celebrated expresses were the dirty unloved goods trains. Well into the 1980s it was possible to ride behind and experience most locomotives on passenger services, but the arrival of the HST and diesel multiple units soon changed this, and with the odd exception, today's locos can only be found working on freight trains. The interest in the goods or freight train has risen greatly in recent years even against a backdrop of reduced depots, yards and variety of workings. This book brings together the work of many of our most outstanding railway photographers featuring some of their best work from the mid-1950s right up to the present day. The old local trip with its wooden trucks, the long mixed goods, the heavy steel train and Speedlink services all feature from the steam, diesel and electric eras.

**P6248 Llanelly West to Carmarthen £30.00**

Llanelly to Carmarthen is the latest addition to an on-going series about railways in West Wales, by railway historian John Hodge. This volume looks at the history of the lines in West Wales, between these locations, taking in the history of the local industry that was once a feature in this area. This book covers the each station and main location along the route, with good photographic coverage and interesting long captions explaining the locations significance. The work is of interest to railway historians and those who accurately model railways, having a good coverage of the subject throughout its pages.

**P3591 Main Line Operations Around Manchester £30.00**

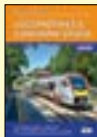
This book illustrates one of the country's best loved railway companies in the days of steam. Maps, charts, timetables and photographs are used to give the reader a sense of a journey from the compact terminus in Manchester to Godley, the limits of the system, at first opening. The reader is transported back to the original London Road station, using maps, and is walked through the small station to notice the variety of engines, signals and trains that operated there. Gorton, the company's shed and locomotive works as well as its 'across the track' rivals of Beyer, Peacock, are studied. The railway cross-road at Guide Bridge is given due importance and readers may well ponder on the contrast of ruralness of Ardwick, Fairfield and Fallowfield, then, and now. Pictures, and extensive captions, have been selected to show the variety of engines used and facets of stations or procedures.

**P1805 The Vale of Rheidol Railway - The Story of a Narrow Gauge Survivor £30.00**

Built to carry minerals from mines in the Rheidol valley, the 2ft gauge Vale of Rheidol Railway found its niche carrying tourists to the tourist attraction at Devil's Bridge, 12 miles inland from the Cardigan coast resort of Aberystwyth. Taken over by the Cambrian Railways and then the Great Western Railway, it became the last steam railway operated by British Rail. In 1989 it became the first part of the national network to be privatised. Now under the control of a charitable trust it is undergoing a revival that will see it become one of the leading tourist attractions in Mid-Wales.

**PLATFORM 5 PUBLISHING****PF158 BR Locos & Coaching Stock Combined 2020 £23.50**

This book contains a complete listing of all locomotives, coaching stock and multiple units that run on Britain's mainline railways with full owner, operation, livery and depot allocation information for every vehicle. Also includes the fleets of the UK's light rail systems and on-track machines used to maintain Britain's railways. Contains the following: Overview of Britain's Railway System; Classification and Numbering Schemes; Owner and Operator Information; Livery Details; 64 pages of colour illustrations; Named Vehicles; List of Depots and Workshops; Multiple Unit Formations, plus a wealth of useful technical data for every class of vehicle.



PF166 Encyclopaedia of 21st Century Signal Boxes £45.00

This new volume contains historical data and photographs of every mechanical and heritage signal box to have survived into the 21st century on the national railway network. The first half of the book is divided into chapters covering each year from 2000 to 2018 with details of all the signal boxes that closed in each year. Includes the date of construction, commissioning railway company and brief histories and anecdotes for many boxes, plus interior and exterior illustrations. The second half of the book looks at all remaining signal boxes that were still in use in 2019, many of which will continue to see service for many years to come. Every box is illustrated, many with both exterior and interior views. An important and invaluable reference work. Essential reading for anyone with an interest in Britain's railways.



SILVER LINK

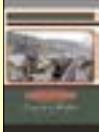
S4568 Bluebell Railway 60th Anniversary Recollections £8.00 Jun

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



S4571 Llangollen Railway Country Walks from our Stations £6.00 Jun

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



S4550 Llangollen Railway Visitor Guide £8.00 Jun

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



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

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



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

Like so many youngsters in the 1950s and 1960s, Alan Clarke was a keen railway enthusiast and spent a number of years out and about with his ABC Combined Volume and his camera at various rail related locations up and down the country. Living in the middle of the country enabled young Alan to visit a number of British Railways regions, thereby gathering a wider range of locomotive numbers and types, faithfully underlining them in his combined volume and, when pocket money allowed, taking pictures as he went along. These pictures form the basis for this second volume of reminiscences of years gone but not forgotten. The development of Alan's photographic skills unfolds before us in these evocative black and white images. Each image is accompanied by a detailed caption. The photographs are arranged in sections, one for each trip, with an explanatory introduction to each. This book follows the author and his camera through their travels between 1961 and 1964.

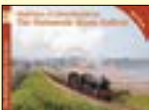


S4488 Railwaymen of the Welsh Valleys 1914-67 £35.00

This book is dedicated to the memories of all those people who once worked for the Great Western Railway in South Wales, at Pontypool Road loco depot, the Eastern Valley and the Vale of Neath railway, as well as to those people who worked in the industries once served by the railway in those locations. In 2016, the UK coal mining industry is extinct, and the future of the steel industry is in doubt. This book serves as a reminder to future generations as to what a fantastic place the South Wales valleys once were for heavy industry and transport infrastructure, and also as a tribute to the pioneering 19th century railway builders.

**S4523 Railways & Recollections 82 The Dartmouth Steam Railway £8.00 Jun**

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

**S4548 Running on Rails £25.00**

This new title from the authors of 'A World of Rail', John Legg and Ian Peaty, takes us on a fascinating tour of Britain's rail-borne transport system, or rather systems, as it covers a wide variety of locations and gauges. The variety of rolling stock is a feature including of both passenger and freight vehicles. Locations range from London's Underground to the Bass Brewery in Burton-upon-Trent and from Ford's Dagenham plant to the whisky distilleries of Scotland. This is a book that takes the reader off the beaten track, over many years, to provide a wide variety of images from all sorts of unusual and rarely seen passenger and freight services the length and breadth of the country. Images from the earliest days of railways right up to the modern day scene are accompanied by informative text and detailed captions.

**S4525 Railways & Recollections 88 1968 The End of BR Steam £8.00 Jun**

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

**S4547 Steam Reminiscences- Southern £25.00 Apr**

John Beckett started to take railway photographs in 1954. In his innocence he tried at first to use a pre-war camera with a nominal shutter speed of 1/100 of a second.



Four years later, after a change of camera, the first of his pictures to be published appeared in the 'Railway Magazine'. Since then he has supplied a steady drip, rather than a stream, of pictures to the railway press and to various authors. In 1968 he also contributed to the photographic collection published under the title of 'Images of Steam' by Fenman where he appeared as Quintus. This book contains a selection of photographs taken in the Southern Region of British Railways in the period 1956-1968. At that time he visited areas of particular interest from the Kent Coast in the East to Padstow in the West. It is not claimed to offer a complete coverage of all that happened then and there, only a collection of railway activities that caught his attention or that offered the chance of a good photograph, his reminiscences in fact.

S4563 Severn Valley Railway Stock Book £10.00 Jun

Over the years the Severn Valley Railway (SVR) has amassed a magnificent collection of locomotives, carriages, freight wagons and maintenance rolling stock. This volume is the long-awaited new edition of the popular Visitor Guide,



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

**S4569 The Steam Engines of WWII in Europe-
The German Kriegsdampflokotomiven and the
British and American War Engines£25.00 Jun**

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



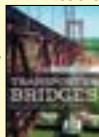
the Transporter theme with vehicles as diverse as mobile shops, refrigerated vans and police mobile offices. The author also covers the revised model introduced in 1963 and by the time German production ended in July 1967, over 1.8 million Split Screen, first generation Transporters had been built.

PEN & SWORD

**P6038 Transporter Bridges-
An Illustrated History**

£30.00

Transporter Bridges are a legacy of the closing years of the 19th century and the early years of the 20th, and served a brief but important need. The huge increase in road transport however quickly rendered them obsolete, and although many were planned, little more than 21 were ever completed across the world, five of which were in Britain. Just nine still stand in their original form and currently only five are currently still in use: one each in Spain and Germany, two in the UK, and one in Argentina. But is the transporter bridge about to undergo a surprising renaissance? Proposals exist for three new bridges, all in France at Nantes, Marseille and Brest to replace some of those lost during and after WWII. The book is illustrated in colour throughout, using hundreds of photographs, the author's own modern images and many historic photographs and postcards chronicling the construction and operation of these unusual structures.



OTHER TRANSPORT BOOKS

AMBERLEY PUBLISHING

A0028 Britain's Road Tunnels

£14.99 Nov

Many of us travel through a road tunnel every day without ever thinking about it. For the first time ever, tunnel expert Mark Chatterton has collated all the various road tunnels in Britain into one book. He first travelled through the Mersey Tunnel (as it was then known) as a child and from then on he was hooked on tunnels. In the past ten years he has travelled extensively all over Great Britain researching and photographing Britain's road tunnels for this book. *British Road Tunnels* looks at all of Britain's known road tunnels, from Attadale in north-west Scotland down to Samphire Hoe in Kent. It contains entries of over 200 different tunnels as well as around a hundred photographs with detailed information on each tunnel, including the location, length, date opened and history. Well-known tunnels like the Dartford Tunnel, the Clyde Tunnel and the Mersey Tunnel are all included.



SILVER LINK

S4567 The Craft of the Fireman

£20.00 Jun

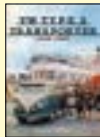
Those who have been on a footplate experience course, been given a short talk on firing and shown how to use an injector, provided they can stand on a footplate and have minimal skill with a shovel, know that they can generate enough steam to get a lightweight train (generally one coach) from A to B. However, this is vastly different from having to provide steam at or near the registered pressure of the boiler and at such a rate that the engine can develop the horsepower needed to produce the sort of mainline running that we are extremely fortunate to be able to experience at the present time. A driver is still a driver whatever sort of motive power is in use, but the fireman - given a grate, a vessel in which to boil water and a supply of coal and water - is analogous to the engine in a diesel locomotive inasmuch that he is the sole provider of power. No matter how good a driver may be, he cannot produce a top performance unless his fireman does so.



A9346 VW Type 2 Transporter

£14.99 Oct

In this book, VW expert Richard Copping covers the complete history of the first generation VW Transporter or 'Camper', probably the most famous commercial and leisure van of all time. Beginning with the prototype vehicles produced in 1949, the author covers the development of the innovative but utilitarian Kombi and the more upmarket Micro Bus, followed by the De Luxe Micro Bus, the Ambulance and the Pick-Up. He covers the highlights of each vehicle and analyses the success of the range as a whole. The book covers the revamped model line from 1955. At this time, due to popular demand, Volkswagen authorised a whole series of coach built variations on



CAR BOOKS

AMBERLEY PUBLISHING

A0087 Ginetta- The Wedge Era Cars £14.99 2021

In this book, Dean Petley covers the full history of the Ginetta wedge-era cars of the 1980s, from concept cars such as the mid-engined G25, the highly successful G26 kit car to the factory-built and homologated G32. The author examines the styling and specifications of how these Ginetta models measured up to the sports car criteria, making comparisons with the mainly foreign competition, and also how the success of these vehicles led to the successful sale of the Ginetta business in the late 1980s by the four founding Walklett brothers. The book also reveals the relationship with Ford that helped to ensure the company's success. The book includes owner interviews and also looks at the modifications and personalisations that Ginetta cars are renowned for.

CROWOOD PRESS LTD

CW725 Morgan Plus 8 fifty Years an Icon £25.00 May

Once given the green light to use Rover's newly acquired V8 engine, the Morgan Motor Company lost no time installing it under the bonnet of their traditional sports car. The Morgan Plus 8 became their biggest-selling model, spanning thirty-six years from its 1968 launch to discontinuation in 2004. After an eight-year respite it was reintroduced to the firm's model line - up from 2012 until 2018, underpinned by a new state of the art bonded aluminium chassis and powered by a potent BMW V8. 'Morgan Plus 8 - Fifty Years an Icon' gives a detailed account of the history, design and manufacturing process of the Morgan Plus 8. With over 300 colour photographs, this book covers both the traditional and Aero chassis cars, details the history of both the Rover V8 and the BMW V8 engines and includes full specifications for each model. Michael Palmer recalls the Plus 8's motor sport heritage, featuring personal first-hand accounts from key personalities.



MALVERN HOUSE PUBLICATIONS

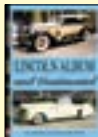
MH160 Isotta Fraschini, Itala, Innocenti, Iso etc £5.95 2020

As we surveyed car marques still to be covered, there were two classic Italian marques near the top of the list, Isotta Fraschini and Itala. Then we realised that a number of other important Italian marques also began with the letter 'I'. There was Iso and Innocenti, Intermeccanica, Italdesign, even Iveco... As we embarked on the task of fitting them all into one Auto Review volume, it was suggested to us that it would be impossible. But no, all these important names have found their way into these pages, along with some other stories as well.



MH161 Lincoln and Continental Album £5.95 2020

Lincoln became part of Henry Ford's automotive empire in 1922, but its origins go back to a much earlier firm set up by Henry Ford in 1899, the Detroit Automobile Co, which collapsed in 1901. His financial investors relaunched the firm as the Henry Ford Co, but in 1902 Henry found different backers and left to set up another firm, the Ford Motor Co. In 1917 Leland left Cadillac to set up a company to produce Liberty aero engines. This was the Lincoln Motor Co, which turned to building cars after the Great War. When that firm failed in 1922, it was bought by Henry Ford, who put his son Edsel in charge. Large and expensive cars were produced in the 1920s and 1930s, but when that market weakened, Edsel produced the futuristic Lincoln-Zephyr and the Continental. This publication tells the story of this company.



MH158 Mercedes Album Pt 4- Competition Cars £5.95 Oct

This volume describes Mercedes-Benz competition cars. As described in Auto Review 143 Mercedes-Benz road cars, the marque originated in two separate car makers, Benz and Daimler, who were both involved in competition events from early days. First we look at Benz, then we have the Daimler account, followed by Mercedes. The combined story begins in 1926, when the two firms merged as Daimler-Benz AG with the cars badged as Mercedes-Benz. There have been times when the marque was deeply involved in a number of different types of competition motoring at the same time, but in between there were often periods with little or no activity due to lack of funds. This means that sometimes there may be apparent 'gaps' in the story, with nothing much happening. At other times a number of simultaneous and overlapping accounts, perhaps sports-racing cars, touring cars and Formula 1, have to be treated separately. The overall holding company is now Daimler AG, and Mercedes-Benz continues to compete in Formula 1 and Formula E.



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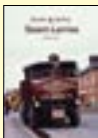
COMMERCIAL VEHICLE BOOKS

AMBERLEY PUBLISHING

A9850 Steam Lorries

£14.99 Nov

Steam power led the transport revolution in England throughout the nineteenth century, but was crippled on the road network by punitive legislation. As the century turned, the laws were altered in such a way that allowed the development of the English Steam Lorry or Wagon into a viable transport proposition. For the best part of four decades, the steam lorry was a major player on the transport scene, being developed into a highly technical machine designed to beat competition from the petrol and diesel lorry as well as fighting the onslaught of further laws in the twentieth century. The most advanced machines were efficient and very fast. Made by a variety of builders, including the famous Sentinel company of Shrewsbury, who built waggons with a double 'g', and Foden, of Sandbach, steam lorries came in many shapes and sizes. This book looks at their birth, and the operation and engineering that set them aside from the traction engine and steam roller. It concludes by looking at how you can get involved.



A9970 Trucks in Camera Bedford

£14.99 Nov

'You see them everywhere' was the slogan adopted by Bedford when advertising its commercial vehicles in the 1930s and it held true for many decades. The company set out to produce reliable vehicles at an economic price. Catering to the small trader with its 30cwt and 2 ton trucks, and 6cwt and 10/12cwt vans, the company was one of the leading manufacturers within its first 7 years. During the war Bedford produced more than 250,000 lorries for the armed forces. With a return to peacetime conditions, Bedford was able to produce new vehicles which it had been unable to launch during the war but regained market supremacy by 1947, when it produced its 500,000th truck. Bedford entered the market for heavier vehicles in 1950 and its 1 millionth truck was produced in 1958. Two years later the first of the TK range was announced and the concept of cab ahead of engine was introduced. The changes of design, use and loads carried in the course of 50 years of steady progress are illustrated in this book.



A9528 The Hoppers- Limestone Traffic

£14.99 Jul

Since the 1860s trains have conveyed crushed limestone from Derbyshire to the soda ash and chemicals works in Mid-Cheshire. By the 1930s a new higher capacity design of wagon was needed, and so the 'Hoppers' were built by Charles Roberts for Imperial Chemical Industries. The fleet of 152 bogie hopper wagons became instantly recognisable to railway enthusiasts. For just over sixty-one years between 1936 and the end of 1997 the wagons worked almost every day of the year, running several times per day. Modern wagons took over the duties from 1998 and the traffic still runs around six times per week, feeding

the sole remaining Soda Ash plant. Many companies and locomotive classes and types have hauled these services since 1936 including the LMS, BR, Transrail, EWS, Freightliner Heavy Haul and now DB Cargo. Classes include steam 4F, 8F and 9F; and diesel-electric classes 25, 37, 60 and 66.

MALVERN HOUSE PUBLICATIONS

MH159ERF Album

£5.95 2020

Here we have the story of a British manufacturer which was well-known for its no-nonsense dependable diesel lorries. There is much more to ERF, however; they also made fire appliances, municipal vehicles, and even buses. The descendants of Edwin Foden divided into two camps in the 1930s, some remaining at Foden, the others departing to set up ERF. Both factories were in the Cheshire town of Sandbach, where Foden underwent the painful transition from steam to diesel power (see Auto Review 140), while ERF produced assembled diesel lorries from the firm's inception in 1933. The company was named after Edwin's son, ER Foden, and created by ER's son Dennis, with assistance from other family members and ex-Foden staff. ERF soon built up a following among transport operators, who remained loyal through the vicissitudes of later years, including takeovers by Western Star and MAN, who eventually axed the ERF brand in 2007, not long before its 75th birthday.



TRACTOR BOOKS

AMBERLEY PUBLISHING

A9386 International Harvester Tractors

£14.99

In this comprehensive and readable book, tractor expert Jonathan Whitlam tells the story of the development of International Harvester from its North American roots in the 1900s. The book covers developments from the early combustion-engine machines to the merger with Case in 1985 and ownership by Fiat in 1999. The story of International Harvester is inextricably tied up with developments in farming. While the giant tractors such as the Titans and Moguls could take on large-scale agriculture, smaller tractors were developed for more modest farms. The development of the famous all-purpose Farmall tractor in 1920 not only set a new benchmark in tractor design, it also completed the revolution in mechanisation of agriculture in the United States. From 1949 some International Harvester tractors were built in Britain and the book goes on to reveal the importance of European developments, including German designs in the 1980s and 1990s after the amalgamation with Case.



AIRCRAFT BOOKS

AIR WORLD

P5015 Pioneering Places of British Aviation- The Early Adventures of Powered Flight in the UK£19.99 Apr

From the beginning of the 19th century, Britain was at the forefront of powered flight. Across the country many places became centres of innovation and experimentation, as increasing numbers took to the skies. It was in 1799, at Brompton Hall, that Sir George Cayley Bart put forward ideas which formed the basis of powered flight. Cayley is widely regarded as the father of aviation. There were balloon flights at Hendon from 1862 and Louis Bleriot established a flying school there in 1910. It was gliders that Percy Pilcher flew gliders at the grounds of Stamford Hall during the 1890s. At Brooklands attempts were made to build and fly a powered aircraft in 1906 and on 8 June 1908, AV Roe made what is considered to be the first powered flight in Britain in a machine of his own design and construction, enabling Brooklands to claim to be the birthplace of British aviation. These are just a few of the many places investigated by Bruce Hales-Dutton in this intriguing look at the early days of British aviation.



P6944 Safety is No Accident:

From V Bombers to Concorde £25.00 Apr

Flying is generally regarded as the safest means of transportation. Yet for that to be the case an enormous amount of testing is undertaken. Central to this, of course, are the test pilots, who fly the aircraft, but it is the men behind the scenes who deal with the technical aspects of the aircraft, the flight test observers and engineers. This book is an account of the author's flight-testing career, from the 1960s to early 1980s, at Avro and the Civil Aviation Authority (CAA). During the author's time at Avro, he flew on the development and certification test flights of the Avro 748, 748MF, Shackletons, Nimrod and Handley-Page Victor tanker. Advancements in the understanding of aerodynamics and an increasingly professional approach to risk management improved safety, but it would never be risk-free. Several of the author's close friends and colleagues died in flight test accidents. It is because of such people millions of flights undertaken each year are trouble-free.



AMBERLEY PUBLISHING

A9848 Dorset Aviation Through Time £14.99 Nov

Often regarded as a quiet holiday county, in fact Dorset has many aviation connections. As early as 1908 Bleriot's were being built by Bournemouth businessmen, the Royal Navy undertook first landing on a warship at Weymouth in 1910, the Schneider Race was held at Bournemouth in 1913, Dorset was at the front line of the early days of the Battle of Britain with attacks on Portland Naval Base, the Dam Busters bouncing bomb was tested on Dorset ranges in 1943, and aircraft production factories at Christchurch and Bournemouth existed in the 1940 and 1950s. With a wealth of previously unpublished images, Mike Phipp tells this remarkable story.

A9481 Essex- A Hidden Aviation History £14.99

Essex is not known for being the cradle of British aviation, but perhaps it should be. From the establishment of Britain's earliest 'aerodrome' to its dogged defence of London during two world wars, Essex can rightly stake its claim. Yet it has largely flown under the radar. Essex's aviation heritage is commemorated by the UK's largest known surviving group of Royal Flying Corps buildings; while its future is led by the UK's fourth busiest airport - a place once built by foreign hands. In between, its soil has been crossed by now-invisible runways and dotted with little-known memorials. For more than a century, England's eleventh largest county has played host to some of the country's most ground-breaking aerial moments. Essex: A Forgotten Aviation History uncovers the hidden landmarks that tell the remarkable story of one county's special contribution to British aviation.



A9522 George Errington- A Test Pilot's Story £16.99

George Errington was a well-known and popular test pilot from 1935 to 1955. His name appeared frequently in aviation magazines of the time. He joined the Airspeed Company at Portsmouth in 1934 and became their Chief Test Pilot in 1939. Test flying in those days were vastly different from today. During the Second World War he was responsible for much of the testing of the Horsa assault glider, which included a number of 'incidents'. After the war he was responsible for testing the elegant Ambassador airliner prior to its service with BEA. When de Havilland took over Airspeed, George moved to Hatfield in 1953. Here he was involved the flight testing and delivery of Comets, Herons and Vampire Trainers.



A9768 RAF Coastal Command- Pictorial History£14.99Nov

RAF Coastal Command was founded in 1936 when the Royal Air Force restructured into Fighter, Bomber and Coastal Commands. During the preceding inter-war years, maritime aviation had been seriously neglected due to the disagreements between the Royal Navy and the RAF over the ownership, roles and investment in maritime air power. However, the Command played a key role in the Allied victory during WWII, particularly during the Battle of the Atlantic. From a modest beginning, the Command blossomed into a powerful anti-submarine force. Equipped with legendary aircraft such as the Sunderland, Wellington, Catalina and Liberator, it was able to locate, attack and destroy an increasing number of U-boats. By the end of WWII, Coastal Command had flown more than a million flying hours, completed 240,000 operations and destroyed 212 U-boats, but suffered the loss of 2,060 aircrafts and their 5,866 personnel. Illustrated with images from the Air Historical Branch demonstrating all aircrafts operated by Coastal Command.



All these books due shortly. To order phone 01457 861508

A0406 Voices of Courage- Dam Busters £10.99

The Dam Busters raids have gone down as perhaps the most famous air strikes in history. Yet behind the story of courage and determination there lies another, darker side, both for the aircrews - 40% of whom died in the mission - and for those who lived below the dams in the path of the flood, many of whom were not even German. 'Voices of Courage' tells the story of those dramatic events through the eyes of those who were there. Whether or not the reality matches the legend, one thing that emerges is the incredible bravery of those who flew the most dangerous mission they had ever undertaken and the trauma experienced by those unlucky enough to be its target.



CR937 Civil Aircraft Markings 2020 £11.95 Apr

The new 2020 edition of this best-selling annual publication builds on the long history and heritage of the title. First published in 1950, this is the 70th edition of Civil Aircraft Markings. When it was first published all those years ago, the book quickly achieved the status it still retains as the go-to publication for up to date information on the rapidly changing world of civil aviation. The 2020 edition has been fully revised and updated as usual and has a new and enhanced photographic section. Compiled by one of the UK's most widely respected aviation authors, this classic aviation reference title continues to flourish and its publication is eagerly awaited every Spring by a legion of civil aviation enthusiasts.



CRECY

CR933 American Secret Projects 3 £27.50 Apr

This brings the story of the US airlifter from the early 1960s to today's transport giants and tomorrow's stealth assault aircraft; revealing numerous designs which never saw the light of day, examining the thinking behind them and giving insights into why they did, or did not, succeed. This untold story of aviation history also has a major bearing on the development of civil aviation. The book, and its companion volume, American Secret Projects 2, covers airlifter designs from WWII to the start of the 1960s, and has been made possible by the authors being given unprecedented access to major aerospace company archives, uncovering scores of design proposals which have never previously been revealed. As well as describing how airlifters were progressively developed to meet ever-more demanding military transport requirements, the book looks at their other roles, from nuclear test-beds to Space-Shuttle carriers. Describing over 100 unknown, or little known, designs.



CR938 Military Aircraft Markings 2020 £11.95 Apr

First published in the 1970s, Military Aircraft Markings has become an indispensable annual publication for aircraft enthusiasts, historians and students of military aviation. At the heart of Military Aircraft Markings is the most complete listing of all the aircraft of the UK Armed Forces - the Royal Air Force, Royal Navy, Army and associated units. For each entry the military serial, aircraft type, unit/operator and usual base is given. Military Aircraft Markings 2020 has been fully revised and updated by one of Britain's leading authorities on military aviation. The book's annual publication is eagerly anticipated by a large number of aviation enthusiasts who look forward to acquiring the latest edition of this indispensable guide to their hobby.



CR939 Wrecks & Relics 27th Edition £18.95 May

Now in its 27th edition, ever since it was first published in the 1960s every edition of Wrecks & Relics has been eagerly sought after by aviation enthusiasts, restorers and curators alike. It is renowned as the go-to source charting the highlights, changes and trends in the preservation of the aviation heritage of the British Isles. With in-depth coverage of more than 700 locations across the UK and Ireland, it charts over 5,000 aircraft including their potted histories, build and arrival dates. Wrecks & Relics is the only publication required to discover the incredible aeronautical treasures found across the United Kingdom and Ireland. It provides a trusted, comprehensive rundown of museums and their exhibits - static or flying - workshops, military 'gate guardians', stored and instructional airframes. It also reveals redundant airframes being used for the most unlikely of purposes, including for 'glamping' and at paint-ball sites.



CR942 British Aircraft Industry Since 1909 £27.95 Apr

Britain established the world's first aircraft factory in 1909 after the Short brothers met up with the American Wright brothers and struck a deal. The industry expanded rapidly to rise to the challenge of WWI with such thoroughbreds as the Camel and the SE5. The post-conflict slump proved to be difficult but classics such as the Moths, the Hart family and the Gladiator maintained Britain's leadership. Another war loomed and iconic types such as the Hurricane, Lancaster, Mosquito, Spitfire and the Meteor jet appeared. With the return of peace over 20 major manufacturers faced inevitable contraction. The misguided Bristol Brabazon airliner was a dead end but the superb de Havilland Comet and Vickers Viscount led the field. Canberras, Hunters, Lightnings and the V-bombers met the Cold War confrontation. For the first time here is a readable, highly illustrated, examination of the entire industry; its heritage and the changes it faces in the 21st century, both technical and political.



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PEN & SWORD

P5914 Powering the World's Airliners- Engine Developments from the Propeller to the Jet Age

£25.00

The first efforts of man to fly were limited by his ability to generate sufficient power to lift a heavier-than-air machine off the ground. Propulsion and thrust have therefore been the most fundamental elements in the development of aircraft engines. From the simple propellers of the first airliners of the 1920s and 1930s, to the turboprops and turbojets of the modern era, the engines used in airliners have undergone dramatic development. These advances are examined in detail by aeronautical engineer and author Reiner Decher, who provides a layman's guide to the engines that have, and continue to, power the aircraft which carry millions of travellers across millions of miles each year. He also explains the nature of wing design and how they provide lift and of the considerations of airflow over their surfaces, from the early days of the 20th century to the present. This book is profusely illustrated, transporting readers back to the time of each major development.

**P0564 The Men Who Flew the Electric Lightning**

£25.00 May

The early 1950s were a boom time for British aviation. The lessons of six years of war had been learned and much of the research into jet engines, radar and aerodynamics had begun to reach fruition. In Britain, jet engine technology led the world, while wartime developments into swept wing design in Germany and their transonic research programme were used to give western design teams a quantum leap in aircraft technology. At English Electric, Teddy Petter's design team were keen to capitalise on the success of their Canberra jet bomber and rose to the challenge of providing a high speed interceptor for the RAF. Martin Bowman describes the career of the Lightning in detail using first-hand accounts of what it was like to fly and service. Illustrated with photographs, appendices listing Lightning squadrons, production totals and individual aircraft histories, alongside an in-depth analysis into why a third of all Lightnings were lost, this book is a record of the last truly great all-British fighter.



SHIPPING & MARITIME BOOKS

AMBERLEY PUBLISHING

A9660 Hobbs of Henley- A History

£14.99

Hobbs of Henley is not only one of the best-known businesses in Henley-on-Thames - it also boasts one of the most exclusive and recognisable fleets of boats playing the river today. Simon Wenham's illustrated history, written to mark the firm's 150th anniversary, shows how this now prominent business grew from a riverside pub in the late Victorian period to become one of the largest operators on the waterway with bases in a number of locations. It sheds light on 150 years of social change and demonstrates how the fortunes of the business were closely tied to the town's famous regatta, as well as the ever-fluctuating demand for leisure. It also traces the considerable contribution that the Hobbs family made, not only in helping thousands of people each year to enjoy the beauty of the Thames, but in shaping the development of Henley in the modern era.



BANOVALLUM BOOKS

BAN16 We Don't Go Far But We Do See Life

£7.99

Follow Dutch barge Saul Trader on her voyages through the canals of Europe. Author, Keith Harris, and his merry crew journey from England to Belgium and then to Holland through the centre of France to the Southern extremities of the extensive French canal system. There are stories and anecdotes about the people that they meet along the way, and the amusing and sometimes frightening incidents that occur during their epic jaunt.



FERRY PUBLICATIONS

F6835 Cruise & Maritime Voyages- Celebrating the First Decade 2010-2019

£17.50

Cruise & Maritime Voyages celebrates a decade of operations in 2020, growing from a fleet of two ships in 2010 to become acknowledged as the UK's leading independent cruise line with a choice of six small to medium-sized vessels and further expansion planned. The book tells the history of Cruise & Maritime Voyages success, with profiles of each of the key vessels, and records of the shipboard personnel and the voyages undertaken by the fleet.

**F6819 Travelling to the Continent by Ferry from Britain 1958-2018**

£18.95

This nostalgic publication will give the reader an insight into the ferry operation from Britain to the Continent from the late 1950's to 2018. Each of the principle routes serving Holland, Belgium, France, Spain and Scandinavia will be covered with a brief history, together with a wealth of photographs, brochures and other memorabilia. The book will also include the Night Ferry service via Dover and the other train ferry services to the Continent. The book will also be complimented by maps to assist the reader on now defunct routes from the UK.



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SEAFORTH PUBLISHING

P3791 The Modern Cruiser- The Evolution of the Ships that Fought the Second World War £35.00 May

This book sets out to provide a coherent history of the fortunes of this ship-type in the 20th century, beginning with a brief summary of development before the First World War and an account of a few notable cruiser actions during that conflict that helped define what cruisers would look like in the post-war world. The core of the book is devoted to the impact of the naval disarmament treaty process, which concentrated to a great extent on attempting to define limits to the numbers and size of cruisers that could be built, in the process creating the 'treaty cruiser' as a type that had never existed before and that existed solely because of the treaty process. How the cruisers of the treaty era performed in the Second World War forms the final focus of the book, which concludes with a look at the fate of the cruiser-type since 1945. The result is probably the best single-volume account of the subject to date.



P8544 British Carrier Strike Fleet After 1945 £19.99 May

In 1945 the most powerful fleet in the Royal Navy's history was centred on nine aircraft carriers. This book charts the post-war fortunes of this potent strike force; its decline in the face of diminishing resources, its final fall at the hands of uncomprehending politicians, and its recent resurrection in the form of the Queen Elizabeth class carriers, the largest ships ever built for the Royal Navy. After 1945 'experts' prophesied that nuclear weapons would make conventional forces obsolete but British carrier-borne aircraft were almost continuously employed in numerous conflicts as far apart as Korea, Egypt, the Persian Gulf, the South Atlantic, East Africa and the Far East, often giving successive British Governments options when no others were available. In the process the Royal Navy invented many of the techniques and devices crucial to modern carrier operations angled decks, steam catapults and deck-landing aids while also pioneering novel forms of warfare like helicopter-borne assault, and tactics for countering such modern plagues as insurgency and terrorism. This book combines narratives of these operations with a clear analysis of the strategic and political background, benefiting from the author's personal experience of both carrier flying and the workings of Whitehall. This new paperback edition will be welcomed by historians and enthusiasts and has now particular significance as Britain once again embraces carrier aviation.



P7482 V&W Destroyers-

A Developmental History

£25.00 Jun

The revolutionary battleship Dreadnought of 1906 brought together in one package the new technology of oil fired boilers and steam turbines, and all-big-gun armament; in doing so she rendered all other capital ships then afloat completely obsolete. Ten years later the V&W Class did to destroyers what the dreadnaughts had done to battleships: they set a completely new and higher standard of technology and were a cut above anything that had come before. They were, however, less revolutionary than evolutionary and in this new book John Henshaw takes the reader through all the developmental stages with a detailed history of the step-by-step lessons that were learnt, not all of which were fortuitous. In one package the Royal Navy finally acquired a hull that possessed not just good sea-keeping capability but one that was able to carry heavier armament without any adverse effects. Range and speed were commensurate with their size while the super-firing guns, fore and aft, could be deployed in all weathers for a four-gun broadside. The V & W design set the trend for all destroyer design for the next two decades and, indeed, the basic layout of destroyers stayed the same long beyond that. The formula of a raised foredeck and super-firing guns fore and aft continued in the Royal Navy until the Battle Class of 1944 and in the United States Navy until the Fletcher Class of 1943. That the V & Ws served on through World War II in various forms is a testament to the soundness of the basic concept, their adaptability and strength. The V stood for Venerable, because they certainly proved that, and W for Watershed, because they were truly a turning point in destroyer design.



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- DTS41 Trams & Trolleybuses Worldwide** £16.95
- DT5X3 Far East Buses - Bangkok - Part One Trams and Buses to 1976** £21.95
- DT5X4 Far East Buses - Bangkok - Part Two BMTA Era From 1976** £23.95
- This second part of the Bangkok story takes the reader from the 1976 state instigated merger of 24 private and two state-owned bus operations up to the present day. In this part the buses operated by the Bangkok Mass Transit Authority are described type by type but the amount of detail available falls short of that included in other books in this series. Almost from the outset, BMTA was unable to provide the level of service envisaged when it was formed and the private sector was quickly contracted to run buses on BMTA's behalf under the Private Joint Service scheme. In the early days, the private buses, known as rot ruam locally, carried the same logo as BMTA used on its own buses - in fact many buses were transferred from BMTA to rot ruam operators. The rot ruam buses have been very much more difficult to document than those of BMTA and due to the large number of operators, some with but one route, they are covered largely in photographic album form.
- 
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- DTS28 Hong Kong Buses Vol 6 Lantau Island** £26.95
- DTS60 DMS Colour Scene in Hong Kong** £20.00
- In this book we follow the 'DMS' through the photographer's lens during his many visits to Hong Kong. This volume is illustrated by nearly 300 colour illustrations taken by the author showing these ex-London buses in the colours of Argos Bus Service, China Motor Bus, Cheung Wah Shipbuilding, Citybus and Kowloon Motor Bus. A quick look is also taken at some of these buses which found third owners at nearby Canton (Guangzhou) in South China.
- 
- DTS95 Hong Kong Tramways 100 Years** £21.00
- This is the revised edition of a book originally printed back in 2004 and now long since out of print. The book looks at the Hong Kong tram scene from the early 1900s up until the 2000-2002 millennium cars and features some trams working at the time of the centenary of the Hong Kong trams in 2004. Some typographical and textual errors have been addressed in this edition and some of the photographs have been replaced with better versions of the originals. The book was always intended to follow on from the 'Hong Kong Buses' series from DTS, this time covering the tramways of this fascinating city.
- 
- DTS23 Bus Fleets on the Portuguese Islands of Madeira and the Azores** £22.95
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- DTS75 Singapore Buses Vol 1 Singapore Bus Service P1** £19.95
- DT5X6 Southdown Queen Marys-2014 Update** £24.95
- This is a revised, soft cover, edition of Julian Osborne's popular 2004 book detailing not only the iconic Southdown Leyland Titan PD3s but also describes the joys and hazards of conducting, driving and maintaining them over the years from 1957 and, yes, a handful are still active. To bring the story up to date, additional pages have been added to illustrate the ten years from 2004 to 2014.
- 
- DTS06 Bus Fleets of Cyprus** £23.95 £14.00
- A complete review of buses on Cyprus from the 1920s through to today. The background to the introduction of motor buses is provided and chapters look at the post war developments, key pioneers, buses and the military, urban bus operators and much more, including the buses themselves.
- 
- DT532 Colourscene Snapshot 3 New York Sightseeing Buses** £49.95 £12.00
- Nigel Eadon-Clarke turns his attention to the sightseeing buses of New York in his third all colour book. 128 pages in the same format as his previous volumes on Chiswick and the RT. Includes: Bristol FLFs; Bristol VRTs; Daimler Fleetlines; Leyland Atlanteans; MCW Metroliners; LT DMSs; LT Metroliners; Leyland Olympians; Neoplans and an RT and an RM. C200 colour photos, c128 pages hardback.
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BUS & TROLLEYBUS BOOKS

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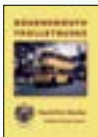
AG421 **Around Derby by Trolleybus** £45.00

This book describes the Derby trolleybus system route by route in numerical order. A4, hardback 189 pages, illustrated with photographs throughout, some in colour. Also includes wiring diagrams, depot details and a fleet list.



AG424 **Bournemouth Trolleybuses** £60.00

This is a second revised edition and is greatly expanded from the original. This book has been published to mark the 50th anniversary of the abandonment of the Bournemouth trolleybus system which occurred on the 26th April 1969. The book has 628 pages and includes 465 photographs, 100 of which are in colour and 35 maps illustrating the system.



AMBERLEY PUBLISHING

A9141 **Bedfordshire Independent Buses** £14.99

Although one of England's smallest counties the smaller operators in Bedfordshire contain some very interesting vehicles. For many years they were mostly employed private hires and contract work, nowadays the majority of their income comes from school contracts and tendered contracts for the local councils, with some commercial work. The vast majority of the vehicles operated were new elsewhere and have been acquired for less demanding work. Two operators also have services along the new Luton Busway. Private hires and coaching now takes a back seat, with some operators no longer undertaking this type of work. Luton Airport provides an additional source of interest. Colour photography is used throughout, recording the scene from the 1980s onwards, including some names no longer around.



A9459 **British Buses in Colour** £14.99

The buses on Britain's roads went through a period of great change between 1950 and 1986. In 1950 the bus manufacturers were at last recovering from the effects of the Second World War, and had new and innovative designs to offer. By the time bus services were deregulated in 1986, buses were very different, longer, wider, more powerful and often with rear engines, and the industry had changed dramatically, with changes of ownership affecting nearly every major operator. This book uses 150 colour photographs to tell the story of the buses that served Britain between 1950 and 1986 and traces the progression from the time-served prewar buses that survived well into the 1950s, through the early underfloor-engined single-deckers; the lightweight era; the rear-engined double-deckers; the often unsuccessful rear-engined single-deckers; through to the types that could be seen on the streets in the 1990s. This book was originally published in hardback in 1996 and is now available for the first time in paperback.



- A7676 **Bexley Buses** £14.99
- A8445 **Birmingham Buses, Trams & Trolleybuses in the Second World War** £14.99
- A9479 **Bradford Trolleybuses: The Final Years** £14.99
- A7885 **Britain's Bendy Buses** £14.99
- A8601 **British Independent Buses in the 1980s** £14.99
- A8954 **AEC Regents in Service in the 1960s & 70s** £14.99
- A8619 **British Independent Buses in the 2000s** £14.99

Roaring through the millennium into the twenty-first century we find the Transport Act 2000 that allows for increased cooperation between local authorities and operators, something that had not been allowed previously under competition legislation. Increasingly through the 2000s local authorities and county councils are taking responsibility for funding local bus services. The vehicles in use are changing as more and more operators invest in accessible buses. By the beginning of 2008, towards the end of the period covered by this book, 58% of the UK bus fleet is low-floor. Again, we see the demise of some well-known operators, the takeover of some by the bus big groups, and, on the plus side, the rise in importance of others. Illustrated with previously unpublished images, this volume portrays the vehicles in use with independent companies through the first decade of the twenty-first century.



- A9263 **British Municipal Buses in Portugal** £14.99
- A9020 **British-Built Buses Abroad in the 1980s** £14.99
- A9006 **Buses and Coaches in South East Wales in the 1970s** £14.99
- A9191 **Buses in All-Over Adverts** £14.99

Advertising on public transport in the UK has been common practice since the early days of the horse drawn bus. Vehicle sides were a good means of advertisers' products being seen across cities and towns and brought in much needed income to operators. The traditional side and rear ads became more ambitious over the years, not just for commercial products but for bus company route promotions too. In the 1960s the use of all-over adverts became popular. Traditionally these were hand painted with incredible detail and many are now considered to be mini works of art. In more recent years, hand painting has been replaced by vinyls and some campaigns last only a matter of weeks. There have also been experiments with illuminated and digital scrolling messages too. In this photographic journey through a colourful Britain, Richard Walter provides a glimpse of some of the most memorable adverts and dedicated liveries and some of the ones that maybe seemed like a good idea at the time.



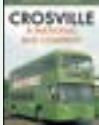
- A8778 **Buses in Northern England** £14.99
- A8784 **Buses in Outer London Since 1990** £14.99
- A8541 **Coaches in & Around Brighton** £14.99
- A8067 **East London Buses- The Twenty- First Century** £14.99
- A8559 **East Yorkshire Motor Services** £14.99

A9551 Buses in Lancashire**£14.99**

The boundaries of the current county of Lancashire were established in 1974 when the Furness district was lost to the newly formed Cumbria. Meanwhile Merseyside and Greater Manchester gobbled up much of the southern portion of the original county. However, some parts of the former West Riding of Yorkshire were gained. The major bus operator was, for many years, Ribble Motor Services. After sale it became part of the Stagecoach Group, though the East Lancashire operations were sold on to Blazefield, which later went to Transdev. Back in the 1970s many municipalities in Lancashire operated their own buses and these provided a great variety of vehicles and liveries. Most of the council-owned companies were eventually sold off leaving Blackpool. Until the 1986 deregulation of the bus industry, there were very few independents running stage services in the county. This company ceased trading in 2015, but others have entered the market, such as Pilkington's in the Accrington area.

**A9271 Crosville: A National Bus Company****£14.99**

In the 1970s the state-owned National Bus Company operated services across England and Wales, and one of the largest of its thirty-six constituent bus companies was the huge Crosville Motor Services. Though Crosville enjoyed similarities to other former BET companies within the NBC, initially with its fleet of Bristol/ECW buses and coaches, many other facets of this company made it interesting. It had a vast operating area, growing in the corporate era of the early 1970s to stretch from hills above Macclesfield in Cheshire to the industrial area of Biddulph in Staffordshire, rural Shropshire at Oswestry, through the city streets of Liverpool, across all of North Wales and right down through remote mid-Wales to the far off West Wales towns of New Quay, Newcastle Emlyn and Lampeter. From its headquarters in Chester, Crosville operated truly diverse services, ranging from rural market day-only routes and open-top holiday services to intense inter-urban services, even on dedicated busways, unique at the time.

**A8547 Diecast Model Buses****£14.99**

The first diecast model buses date back more than sixty years, manufactured by well-known names like Lesney, Corgi and Dinky. Few buses and coaches were initially produced, and early models were treated primarily as simple toys for children. The idea of collecting and preserving these models became more popular in the 1980s as Exclusive First Editions began to enter the market, and early models are today highly sought after. Today, many magazines, clubs and events exist as the hobby thrives. Here, Simon Stanford takes a look at model bus collecting over the years and shows the wide variety of models on offer.

**A7682 First Western National-Bristol VR Era****£14.99**

Western National is a company with a long history and upon privatisation in 1987 introduced a striking new livery to replace the all-conquering NBC Green. The company was initially part-owned by Plympton Coachlines and Badgerline, but upon Badgerline's merger with GRT Holdings, it became a FirstBus Company. Starting initially as First Western National, later changing to plain First on the buses, the company became First Devon and Cornwall. Changes took place around the company with some depots closing or being relocated, and competition being encountered from various independents, Western Greyhound and Plymouth Citybus. The company has always had a very varied fleet, even including, for a short time, ex-London Metrobuses, a heritage Bristol FLF and even a couple of Routemasters for special events. But one of the company's greatest claims to fame was being the last big fleet to operate Bristol VRTs in normal service in large numbers.

**A9463 Glory Days: Wallace Arnold****£14.99**

Wallace Arnold was founded in 1912 and was named after its founders Wallace Cunningham and Arnold Crowe. In the late 1970s, Wallace Arnold commenced operating services under the Euroways banner to Europe. By 1980 it operated 290 coaches from its headquarters in Leeds and owned a subsidiary based in Devon. This book begins with a look at the early history of the company though the main focus will be on the activities of Wallace Arnold through to the late 1970s. This was the period in which the market for coach travel to the seaside and elsewhere grew rapidly. Wallace Arnold was one of the major players in this market and its business flourished. This book was originally published in hardback in 2007 by one of Britain's foremost transport publishers and is now available for the first time in paperback. It has been freshly designed but will seek to retain the author's original text and illustrations.

**A9579 Golden Miller Buses Inc Cardiff Bluebird****£14.99**

Golden Miller was a rare bus operator permitted to run bus services within London Transport's vast monopoly area. Starting in 1967, the company went on to build up a network of routes around Feltham in west London and Staines in Surrey. Its frequently changing fleet comprised a fascinating array of mostly second-hand buses sourced from across the United Kingdom and even Ireland. The growth of Golden Miller and transition into Tellings-Golden Miller, including the latter's Cardiff Bluebird operation, is described along with insight into some of the personalities involved. Comprehensive fleet lists detail all vehicles operated. Photo galleries illustrate the development of individual routes along with coaches, contract work and garages, using 155 pictures including images of previous and successor operators on some services. Route maps complement the coverage. This book showcases independent bus variety in an otherwise highly standardised bus scene.



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A9155 Hong Kong Buses

£14.99

For many years a major importer of new British buses, the former colony, with its high-rise living, is dependent on public transport. As well as buses, trams ply the North Shore of Hong Kong Island, with a modern Mass Transit Railway (MTR) below the streets. Buses remain the prime mover with both Kowloon Motor Bus (KMB) and New World First Bus (NWFB) today's main players, with extensive fleets of tri-axle air-conditioned double-deckers. In the past, things were very different with fleets of Leyland deckers including rebodied Guy Arabs, former London Fleetlines and other front-engined double-deckers. With space for advertising at a premium any buses act as mobile billboards for both local and major sponsors. Gary Seamarks has been lucky enough to view, on several occasions between 1993 and 2011, the changing bus scene and has captured his visits with numerous colour photographs. Some redundant buses exported worldwide also feature.



A9388 London Routemasters in the Late 1970s and Early 1980s

£14.99

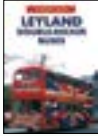
The Routemaster is the iconic London bus, recognised around the world. This pictorial account features previously unseen pictures of the ubiquitous RM, far and wide throughout the network during the period 1976-83, which included the year of the Queen's Silver Jubilee, when twenty-five of the type were specially painted in an all-over silver colour scheme. By the end of this period buses formerly allocated to the country garages had mainly gravitated back to the central area, some of which saw further passenger service while others were converted to driver training buses. It was also around this time that London Transport began to dispose of their RMs in significant numbers.



A8712 Leyland Double-Decker Buses

£14.99

From demonstrating a petrol-engined double-decker at the 1905 Commercial Motor Show to building huge 100-seat Olympians for the overseas market, the Bus and Coach Division of Leyland built thousands of vehicles for markets all over the world. At the forefront of vehicle design and development, Leyland produced ground-breaking vehicles such as the Atlantean, the UK's first production rear-engined double decker bus. Through acquisition and merger, the majority of British vehicle manufacturers ended up under the Leyland banner, resulting in the creation of the mighty British Leyland Motor Corporation, whose fall subsequent from grace has been widely documented elsewhere. This, the third in a series of books showcasing the products of the passenger division of Leyland since 1960, concentrates on double-deck buses and coaches and includes such mythological giants, Atlantean, Olympian and Titan among others.



A8758 London's Enviro 400

£14.99

The Enviro 400 was introduced in 2005 and has become a popular model among bus operators around the UK, as well as in Hong Kong. Initially available as a diesel, the model was adapted to a hybrid example known as the Enviro 400H. With a small change in body style introduced in 2009, Alexander Dennis Ltd relaunched the Enviro 400 in 2014 as the Enviro 400 MMC. A year later a third version was constructed, this being named the Enviro 400 City. This latter model being originally constructed for use in London, though sales in other towns and cities across the UK were received. The Enviro 400 has become a familiar sight on the streets of London.



A7887 London's Exiled Buses

£14.99

Since 1952 former London buses have found new homes across the whole of the UK as well as in over seventy countries across the world, and this book takes a wide look at those that gained new lives outside the capital. With examples both from the mid-twentieth century and present day, this lavishly illustrated volume brings the story of London's exiled buses right up to date.



A9065 London Bus Liveries: A Miscellany

£14.99

London Buses have been red for over 100 years. The livery was introduced by London General and was continued by London Transport on its formation in 1933, and then perpetuated in principal by its successors. In 1985, new operators awarded contracts were initially allowed to use their own liveries. But from 1994, 80% red livery was specified for routes entering the centre area. This was subsequently tightened to cover all routes and to become overall red, with only the fleetname to differentiate companies. However, there have been several exceptions to the rule. Some routes have featured vehicles with special promotional lettering or liveries. Vehicles have appeared in commemorative liveries. Also vehicles used for driver training or private hire and tours have been given separate liveries. Many other vehicles have carried commercial advertising liveries. This book explores the variety of liveries carried by the buses of London Transport and its successors since 1969.



A7680 London's West End Buses in the 1980s

£14.99

London's West End Buses looks at London's buses in and around the West End during the 1980s - a time of great change. Bus routes were put out to competitive tendering, garages closed, the Routemaster started its slow decline, Aldenham Bus Overhaul Works closed, and by 1989 the once mighty London Transport itself was being divided into separate business units, ready for eventual privatisation. This was the decade when Grey-Green won the first tendered Central London route from London Buses, and grey-and-green buses could soon be seen passing the Houses of Parliament; green or blue buses started crossing Waterloo Bridge, and minibuses appeared on new route C1 in Victoria. London sightseeing was also changing, with operators large and small operating anything from Routemasters and DMS's to the odd Bristol VRT.



A8896 Kent Buses

£14.99

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A9103	London Buses	£8.99	A9145	Open-Top Buses	£14.99
A8752	London's Dart and Dart SLF	£14.99	A8378	Preston Buses Before & After Deregulation	£14.99
A8738	London's New Routemasters	£14.99	A9457	Royal Blue Days	£14.99
A9189	Lothian Buses- 100 Years & Beyond	£14.99	A8742	Scottish Buses During Deregulation- Another View	£14.99
A8672	Luton & District to Arriva the Shires 1986-2000	£14.99	A8487	Stagecoach Beyond Scotland- The First Twenty Years	£15.99
A8674	Milton Keynes Buses	£14.99	A7879	Stagecoach in the Twenty-First Century	£14.99
A8637	National Bus Company: Dual Purpose Vehicles	£14.99	A9127	Strathguy Scottish Buses	£14.99
A9447	National Bus Company: Early Years	£14.99	A9115	The McKindless Group	£14.99
A9059	North East Buses in the 1990s	£14.99	A9283	Trolleybuses in Portugal	£14.99
A8354	North Yorkshire Buses	£14.99			
A9524	Northern Counties Buses During and after Deregulation	£14.99			

From its formation in 1919 in Wigan, Lancashire, Northern Counties Motor & Engineering Company Limited grew to become one of Britain's most prominent bus builders. From independent operators both large and small, through to the municipal sector, the British Electric Traction and Scottish Motor Traction groups and the large PTE fleets, their coachwork appeared throughout the land. In this book, Howard Wilde focuses on the later years, with photographs from the late-1980s onwards, showing Northern Counties-bodied buses at work in various locations across the country. Some of these show buses as they were when new; others depict the colourfully varied second-hand scene that this deregulated era fostered. The selection provides a fascinating insight into the state of the British bus industry at the time, as well as paying tribute to this well-loved and much-missed coachbuilder.



A9147 Scottish Citylink Buses £14.99

The Scottish Bus Group decided to bring all of its express coaches, London service, and coach tours under the umbrella of Scottish Citylink Coaches. This was to raise standards and use a fleet of luxury coaches to work a unified network. This would raise awareness and unleash a fleet of coaches all in the same livery, echoing what National Express had already created in England. Packed with a wealth of previously unpublished photographs from popular Scottish bus author David Devoy, this tells a fascinating story that shows just how far the Scottish bus industry has come.



A9167 Stagecoach West Scotland £14.99

This book continues the story of the erstwhile Western SMT co. Stagecoach West Scotland operates in west central and south-west Scotland, in an area bounded by Greenock and Braehead to the north, Hamilton to the east, Carlisle to the south and the Isle of Arran to the west. Frequent express services also reach Glasgow from throughout Ayrshire. Stagecoach West Scotland has operated under various brands; Stagecoach Western is the prevalent brand and is used for the vast majority of bus operations throughout the region. This volume shows buses in Stagecoach stripes, A1 Service blue and cream, AA Buses green and cream, and Scottish Citylink blue and yellow. With fascinating photographs, David Devoy tells the story of Stagecoach West Scotland.



Trolleybuses were first introduced in Portugal by SMC in Coimbra in February 1947 and used Saurer, Sunbeam and BUT single-deckers that were all in service by 1954. Further deliveries from the UK were ten BUTs and six Sunbeams. The fleet was largely rebodied, but in 1984 another twenty Efavec-Caetano 37-seater trolleybuses began to be delivered. The second Portuguese trolleybus operator was SMB in Braga, which opened in May 1964, and the final trolleybus system to open in Portugal was the largest one in the country. This was opened by STCP with twenty single-deckers in 1959, augmented by a further six BUTs four years later. With a wealth of previously unpublished photographs, David Harvey tells the story of Portugal's trolleybuses.



A9487 Wessex Buses 1970-1985- Mainland National Bus Company £14.99

The bus scene around Southampton and its surrounding towns in the 1970s and early 1980s was one of change. The National Bus Company had been set up in 1970 as part of the 1968 Transport Act. This brought together the former nationalised Transport Holding Company fleets such as Hants & Dorset and Wilts & Dorset and the former BET fleets such as Southdown. Gosport & Fareham Omnibus (trading as Provincial) sold out to the NBC at the same time. At first there was little sign of change, but as the decade progressed Wilts & Dorset was merged with Hants & Dorset, area boundaries changed and new standard National liveries were adopted. More was lost when the much-loved independent operator King Alfred Motor Services of Winchester sold out to NBC in 1973. However, in 1983 it was all change again, when Hants & Dorset was split into Hampshire Bus and Wilts & Dorset, although their boundaries were different to those before the merger. This is the first of a pair of books about the bus scene during this time and place.



A9495 Wessex Buses 1970-1985: Local Authority Fleets, Independents & the Isle of Wight £14.99

This, the second in the pair of books covering Wessex buses. In the publication the author, Malcom Batten explores the local authority fleets, independent companies, and the Isle of Wight between 1970 and 1985.



A7951 Yorkshire Buses £14.99

BERNARD MCCALL

BMB94 National Welsh - Fleet in Focus 1 £9.95

BOWDEN PUBLISHING

JB1MB Imberbus - 10 Years across Salisbury Plain £10.00

JBGUY Post-War Guy Buses of Southampton £8.00

JB586 RT Afterlife £15.00

JB857 RT Memories - Capital Service for 40 Yrs £16.00

JB858 RTW London Wide £8.00

JB011 The Dublin Olympian £8.00

This ninth edition of the 'in focus' series from Bowden Publishing covers the Dublin Olympians throughout their years of service. 39 pages, A5 softback with a brief overview and around 80 photos and captions.



BRITISH BUS PUBLISHING

BB329 2019 First Bus Handbook £19.25

BB319 2019 Stagecoach Bus Handbook £19.25

BB305 London Bus Handbook 2019 9th Ed £19.75

BB310 2020 Arriva Bus Handbook £19.25

Data correct to January 2020, provides a complete fleet list of all Arriva operating bus stock in Britain. Details for every vehicle includes: fleet number; type; registration mark; seating capacity; body fitted; garage allocation.



BB340 2020 Go Ahead Bus Handbook £19.25

The 16th edition of this volume dedicated the bus operations of the group. The contents are correct to November 2019 and include Go North East; Oxford Bus Company; Konectbus; Go-Ahead London; Metrobus; Brighton & Hove; Plymouth Citybus; Go South Coast. A5 softback handbook with over 40 colour photographs.



BRYNGOLD BOOKS

BG052 Red, Cream and a Touch of Gray - Western Welsh Revised Edition £35.00

This new edition is full of a magnificent mix of both colour and mono images covering the whole of the company's existence. When Colin Scott completed his original 10 year quest to document the history of this much-loved company, little did he realise it would spawn the creation of the Wonderful Western Welsh Facebook group. Its members unearthed many new nostalgic images and added some fresh facts to the story. Better still it offered the unique opportunity of including a wealth of information from a person on the inside, someone who had experienced at first hand the trials and tribulations of the decisions that led to the demise of wonderful Western Welsh. They will be no stranger to many who have had long term links with the bus industry both at home and abroad. It is Lyndon Rees MBE. Now retired from one of the world's biggest bus companies, he shares his memories of what it was like to be in the thick of daily events at Western Welsh, a valuable addition to the story and interesting reading.



CAPITAL TRANSPORT PUBLISHING

CA436 Garaging London's Red Buses B&W Album £35.00

CA442 GS- The London Guy Special £35.00

The GS Country Bus single-deckers are held in special affection by many. This lovely new book covers their time in service with London Transport and, briefly, London Country with detailed accounts of their use and scheduling. Written with the benefit of extensive notes and official records in Peter Aves's very readable style, with assistance from Alan Charman, the book is well illustrated with photographs of the vehicles and a number of the contemporary printed timetables. An appendix of maps shows where all the GSs operated.



CA443 London's Seventies Buses £14.95

Following on from the successful Sixties album, Matt Wharmby covers the Seventies in similar style. Around 100 high-quality colour photos show every type of London Transport bus running in their area during that period



CA432 London's Sixties Buses £14.95

CA437 Southdown in Austerity £35.00

CROWOOD PRESS LTD

CW557 East Kent: Services- Golden Jubilee Era £29.95

FAWNOON BOOKS

FB314 London's Bus Purchases 1946-1994 £24.00

London's Bus Purchases 1946-1994 is unique because in one volume it lists every bus and coach, new and second-hand, bought by London Transport and London Buses from 1946 until privatisation in 1994. At the start of the period LT was taking delivery of its last wartime buses. At the end, the first of a new generation of low-floor buses were being delivered. In between there were classic types such as the RT and the Routemaster and less successful models like the Merlin and the Fleetline. All are listed, along with less common types including a Neoplan Skyliner, a Renault PR100 and the unusual Dartford Tunnel Thames Trader bicycle buses. The vehicle lists are supported by informative text giving an overview of the various vehicle types and even an acknowledgement by LT in 1984 that responsibility for the problems it experienced with Daimler Fleetlines could not all be laid at British Leyland's door. Almost 150 photographs illustrate the unexpected variety of the London bus fleet over five decades.



GVVT

GVVT2 Celebrating our Heritage 125 Years of Public Transport in Glasgow £12.00

2019 represents a milestone in Glasgow transport history as it marks 125 years since the tramways came into the ownership of Glasgow Corporation, the forerunner to today's Glasgow City Council. Glasgow had long had horse drawn buses but it was late to the scene when it came to motorbuses. The first examples entered service with Glasgow Corporation in 1924, more than 20 years after they'd first appeared in London. Of course, Glasgow focussed its urban transport



needs on the much-loved tramcar and this would be the case for more than 60 years. The main focus is the bus but trams, trolleybuses and the Subway are also well covered. While much of the book looks back, it comes right up to date with pictures of the latest developments in the First Glasgow fleet. It has been compiled by Phil Halewood drawing on the extensive collections of GVVV members and is packed with photographs, most of which have never been published.

ISLE OF WIGHT BUS & COACH MUSEUM

IWM01 The Dodson Brothers & The Vectis Bus Company 1921-1929 £4.50

JOHN WEAGER

JW060 Bournemouth's Bus & Coach Station £25.00

KEITH SHAYSHUTT

KS302 Western National in the 1990s £19.50

This A4 soft back book in full colour describes the decade of growth for Western National before the tide turned again from 2000 onwards. There are 100 pages of text, many photographs, timetables, maps, sample bus workings and sample depot and outstation allocations. All photographs are by the author and previously unpublished. It takes a gentle ramble around the operating territory of Cornwall and South Devon describing the key events at each operating location during this decade.



KEY PUBLISHING

KE595 Buses Year Book 2020 £17.99

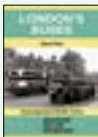
LES SIMPSON

LS003 National Express Fleet List 22nd Ed £3.50

LONDON HISTORICAL RESEARCH GROUP

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

The long-awaited third volume of this series continues the comprehensive history of the independent bus and coach operators in the former London Transport Country Area before World War Two, covering every known operator in the area from Watford, Hemel Hempstead and Aylesbury southwards to Slough and Windsor. More than a hundred different operators are covered; some only lasted for only a few months, many were taken over by London Transport following the London Passenger Transport Act of 1933, while a few survived long into the post-war era. Among the famous names covered are Amersham & District, Aylesbury Motor Bus Company, Bream, Bucks Express, Filkins & Ainsworth, Lewis, Penn Bus Company, Premier Line, Red Rover, Rover Bus Service and Skylark.



OS126 They Also Served - Bus Route 410, a History of the Buses £5.00

In this 32-page booklet the Omnibus Society explores the history of the 410 bus route that served RAF Biggin Hill and the surrounding area. A5 with glazed card covers, photographs in black and white and colour.



MALVERN HOUSE PUBLICATIONS

MH153 Leyland Album Part 2- Buses & Coaches £5.95

MUSEUM OF TRANSPORT

MT205 Buses of Greater Manchester in the 1970s £6.00

PAUL LACEY

PG325 Early Independents of the Bracknell, Crowthorne & Wokingham Area £15.00

This is the second volume in a trilogy detailing the many local independent operators, compiled from over 50 years of research, much of it from lost primary sources. It covers operators, large and small, from the early days through to the 1970's, many rare photos, plus fleet details and location maps for premises used.



PG324 Early Inds of the Henley & Marlow Area £15.00

PEN & SWORD

P5718 British Municipal Bus Operators - A snapshot of the 1960s £25.00

P4967 Last Years of the London Metrobus £30.00

P4831 Vintage Buses in Glorious Devon £25.00

There is a head-turning charm about heritage transport. And where better to showcase such delights than glorious Devon? This book is an affectionate endeavour to celebrate a bygone era. One kept vividly alive, and on the road, by the dedication of owner enthusiasts. Here buses visit the county's spectacular coastlines, climb towards rugged Dartmoor tors, and pass through picturesque towns and rolling countryside. In more than 200 images the author, Roger Malone, has set out to portray the vehicles in surroundings that are sympathetic to the subject, and which often seem timeless. As well as depicting a fascinating array of heritage public transport, his photographs convey much of the county's superlative. And so we roam from a magical, rain-shiny running night at Exeter to high summer on Plymouth Hoe; from a climb over the high moors to Princetown, to the genteel Regency resort of Sidmouth.



P4971 Last Years of the London Titan £25.00

P3249 Leicester's Trams and Buses - 20th Century Landmarks £30.00

P4963 The London Volvo B9TL and B5LH £30.00

After the successful six-year production run of its B7TL low-floor double-decker had been curtailed in London by increasing noise problems, Volvo developed a leaner and quieter update which it dubbed the B9TL, and orders resumed in strength. As diesel-engined buses gradually gave way to battery-hybrid technology at the end of the first decade of the 21st century, Volvo unveiled the B5LH hybrid to immediate acclaim and even healthier London sales. With most Transport for London-contracted bus companies operating Volvo B9TLs and/or B5LHs, bodied by Wrightbus, Alexander Dennis or MCV, this book offers a comprehensive account of the first ten years of one of London's newest double-deck bus types, whose career will span the rest of the 2010s and into the next decade.



- P8716 London Buses in the 1970s-1975-1979 From Crisis to Recovery £25.00
 P2697 London Transport Recalled- A Pictorial History £35.00

RIBWICK BOOKS

- RWB27** *Lin' in the Outside Lane- Working for Ribble and Standerwick* £14.99

In this book, the author, Paul Kirkham looks back on his time with the great Lancashire company and its very independent Blackpool based coaching subsidiary, WC Standerwick- not that Standerwick would admit to being subsidiary to anyone. The book is a mix of autobiography, history, geography, travel, operations, depots, industrial relations, people, places, incidents, stories, with the sprinkling of comments on various bus and coach types. Great days, but not always as rosy as we sometimes think, the past can be a strange place. 302 pages, A5 softback, well-illustrated in colour black & white, it's exceptional value at only £14.99.



SEAN MILLAR PUBLISHING

- SM926 AEC Buses in New Zealand 2nd Ed £14.00
 SM924 Commercial Bus Body Builders of New Zealand Pt 1 Austral to Hawke £14.00
 SM925 Commercial Bus Body Builders of New Zealand Pt 2 Johnson & Smith to Wilton £14.00

SILVER LINK

Buses, Coaches & Recollections

- S4528 ...92 1956 £8.00
 S4520 ...95 1976 £6.00
 S4531 ...96 1977 £8.00
 S4551 ...105 1978 £8.00

Buses, Coaches & Trolleybus Recollections

- S4537 ...98 1963-1969 £8.00
 S4542 ...103 1966 £8.00

SOUTHDOWN ENTHUSIASTS SOC

- SEC79 Brighton Hove & District Fleet History Pt 13 £7.00
 SEC80 Southdown Fleet and Routes 1939 £7.00
 SEC78 Southdown Fleet History Part 29 - 1964 £7.00
 SEC82 Sussex Independents 2019 £6.00

STENLAKE PUBLISHING

- ST824 Perth's Trams and Early Buses £16.95
The Bradford to Queensbury Bus 1949-1974
 ST842 ...Part 1- The Routes up to 1969 £10.95
 ST843 ...Part 2- The Buses up to 1969 and Buses and Routes to 1974 £10.95

STEVE KNIGHT MEDIA

- SKM49** *East Yorkshire & Scarborough Locals 2020* £6.50

The latest edition of our popular East Yorkshire Fleet Handbook is fully updated to just a few days before its publication date making it the essential guide to the buses and coaches in the fleet. Since the last edition of the book, Peter Shipp sold the family run East Yorkshire Motor Services to the Go Ahead Group. During the last year Go Ahead has invested heavily in the business with new buses, refurbished buses and also the complete replacement of its open top fleet. The company worked with Ray Stenning's Best Impressions design agency to come



up with a new fleet livery which has a contemporary look but with a nod to the past. The book continues the usual Fleet handbook style with details of the depots, a full fleet listing along with a liveries and branding section. It also has a section detailing the last repaint date for all vehicles in the fleet. A 'must have' guide for anyone interested in the East Yorkshire fleet.

- SKM47 *Go North East Fleetbook 2019* £6.50
 SKM48 *Stagecoach West Fleetbook 2019* £6.50

SWISS RAILWAY SOCIETY

- SR129 *Swiss Postbuses 2nd Edition* £28.00

TRANSPORT MUSEUM WYTHALL

- MOB02 *More Days of Seeing Red- More Stories of Everyday Life on the Midland Red in the 1960s & 70s* £10.00

VERNON MORGAN

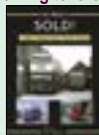
- VM455 *Davies Bros (Pencader) Ltd* £22.50

VISIONS INTERNATIONAL

Jim Blake's

- VIS22 ...All Change on the Buses 1967-1995 £19.95
 VIS24 ...East Anglia Buses & Coaches in the 1960s £14.95
 VIS27 ...Sold! London Transport Buses' 2nd Coming £19.95

This new book features something different from Jim Blake's extensive photographic archives. It shows an array of former London Transport and London Country buses, coaches and trolleybuses after their withdrawal from service and sale to other owners. Featuring photographs taken from the early 1960s until the present century, it enumerates such vehicles on a class-by-class basis, covering virtually everything from buses purchased for the transport of school children or factory workers, to those which saw further passenger service with new owners - notably the Q1 class trolleybuses exported to Spain. Detailed historic notes are given for the vehicles illustrated, and many unusual views are included - the vast majority of which have never been published before. More than half of the 296 photographs included are in colour.



- VIS23 ...London Lost Bus Routes £19.95
 VISXX *Out & About With East London 1989-2019* £19.95
 VIS16 *Red All Over 8 - London Bus Review 2018* £18.95
 VISLC *Roadside with London's Country Buses & Green Line Coaches* £27.95
 VI503 *Roadside with the RMC, RCL, RMA, RMF, FRM* £24.95
 VISRM *Roadside with the RM* £24.95
 VIS04 *Roadside with the M* £27.95

The latest book in 'The Roadside' series features the MCW Metrobus in the 1980s & 1990s. Inside there are 287 photographs in total, 51 in colour, helping to bring back memories of these buses as well as daily life in London. Each photograph is fully captioned giving an informative insight into the buses and London life.



WILLOWHERB PUBLISHING

- WH784 *West Yorkshire Thirty Years Gone* £16.95

WOOLYBUS

- WB406 *2019 Arriva Fleet Book* £18.00
 WB403 *2019 FirstGroup Fleet Book* £18.00

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WB405 2019 Go-Ahead Fleet Book	£18.00
WB404 2019 Scottish Bus Fleet Book	£15.00
WB402 2019 Stagecoach Fleet Book	£18.00
WB407 2019 West Midlands Bus Fleet Book	£15.00

This is the first book from Woollybus looking at the current bus and coach scene for 2019 across the West Midlands. After the great feedback from previous books in the series covering a geographical area, such as the South East and Scotland, Andrew Woolhouse has compiled this book to show all the bus and coach companies covering the whole of the West Midlands and the surrounding areas. Up to date to September 2019.



WB408 2020 London Fleet Book	£19.50
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Consisting of 216 pages, this book is up to date as of late 2019 and covers all Transport for London bus operators and sightseeing tour operators for the city. It also covers some of the coach companies that run within London. Inside this book are 150 pictures showing these buses and coaches at work within the capital.



NONE TRANSPORT BOOKS

AMBERLEY PUBLISHING

A8380 Aqueducts & Viaducts of Britain	£14.99
A8441 Britain's Greatest Bridges	£14.99
A9217 British Military Dinky Toys	£14.99

This book on British-produced Military Dinky Toys takes a detailed look at the popular Army, Naval and Aircraft models produced from 1933 until the closure of the Binns Road factory in 1977. The book includes sections on the history of the British-produced military models and on the different scales used. The book is intended to give an overall view of each model produced. The models are shown in numerical rather than chronological order. There is an image of each model with captions showing dates of production, scale of the model where applicable, particular features, if it is a reissued model and relevant dimensions. In many cases the issue price and the date of its first appearance in the Meccano Magazine are shown. Most of the images show the boxes that the models were originally sold in and where possible the variants on the box. Packed with rare and interesting examples, this is an essential read both for enthusiasts and those who would simply like to be reminded of the Dinky toys of their youth.



A8808 Corgi Toys	£8.99
A8874 Die-Cast Commercial Vehicles	£14.99

CROWOOD PRESS LTD

CW535 Forty Years of Airfix Toys	£25.00
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OAKWOOD PRESS

OA459 Brotherhoods, Engineers for Power, Transport & Weapons	£26.00
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PEN & SWORD

P7190 Mainline Railway Stamps	£16.99
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LIGHTMOOR PRESS

LPR61 A Complete Guide to the Engine Houses of Mid-Cornwall	£18.00
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This book introduces these remarkable engine houses by providing an illustrated guide to those in Mid-Cornwall using contemporary and archival photographs supplemented with brief descriptions of the engines the buildings once contained, simple interpretations of some of their key features, and short histories of the mines of which they were part. It is not an exhaustive treatment, nor is meant solely for the enthusiast, but rather, it provides an overview intended for all those interested in these historically important structures. Together the authors bring over a century and a half of expertise to this fascinating guide. Damian Nance is a St Ivesborn geologist with a lifelong interest and knowledge of engine houses, the late Kenneth Brown was a leading expert on Cornish mining history and co-author of the highly popular 'Exploring Cornish Mines' series, and Tony Clarke is an authority on Cornish mineral processing and has spent a lifetime recording Cornish mine sites and researching their histories.



SAFEHAVEN BOOKS

SHB31 Seats of London - A Field Guide to London Transport Moquette Patterns	£12.99
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Moquette is the carpet-like fabric covering the seats we sit on in London's Tubes, buses, trams and Overground trains and this book is a brilliantly colourful guide to all its patterns. London Transport has always wanted the best design, be it Charles Holden's superb art deco Tube stations on the Piccadilly Line, its elegant Johnston typeface or Harry Beck's Tube map. This pursuit of excellence has extended even to the fabrics it covers our bus and Tube seats with. In the Thirties designs were commissioned from top artists like Paul Nash and Enid Marx; nowadays every line like the Overground gets its own unique, colour-co-ordinated design. Now, in conjunction with the London Transport Museum, which has a comprehensive moquette archive, Andrew Martin, author of Underground Overground, has written a delightful and surprising guide to these patterns, from the horse bus to the latest Tubes.



TRAMS/LIGHT RAIL BOOKS

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A9400 Hill's Tramroad - Blaenavon World Heritage Site	£14.99
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CRECY

CR956 abc Light Rail & Heritage Rail Guide 2019	£12.95
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GRAFFEG

GR437 Lost Tramways of England - Brighton	£8.99
GR438 Lost Tramways of England - N Birmingham	£8.99
GR439 Lost Tramways of England - S Birmingham	£8.99

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GR440 Lost Tramways of England-Bradford £8.99

Although better known as a pioneer of trolleybus operation - Bradford played host to Britain's longest surviving trolleybus network (61 years) - the corporation operated a sizeable fleet of 4ft 0in gauge trams through to May 1950. As such, Bradford could lay claim to be the last 4ft 0in tram operator in Britain.



GR441 Lost Tramways of Scotland-Aberdeen £8.99

Aberdeen - the granite city - was to play host to two electric tramways: the corporation's services within the city, which survived until 1958, and the short-lived services operated by the Aberdeen Suburban Tramways Co. Acquiring modern trams in the late 1940s, Aberdeen was perceived as one of the safest of British tramways in the post-war years but even here the diesel bus was to take-over.



GR442 Lost Tramways of Scotland-Dundee £8.99

Arguably the last of the traditional tramways to operate in Britain, Dundee's fleet of some 56 trams were to survive through until the mid-1950s when - despite considerable opposition - they were replaced by bus. The final Dundee trams operated in October 1956.



HEATHFIELD PUBLISHING

CA438 The Electric Tramways of East Kent £25.00

LEEDS TRANSPORT HISTORY SOCIETY

LTH40 Leeds Pubs and Cinemas by Tram £18.00

LRTA

LRT56 Belgium Underground, Pre-Metro and Metro 1957-2017 £25.00

LRT58 Tramways in Bolton £25.00

This book, which was originally started by Alan Ralphs and continued by authors Tony Young and Derek Sheppard, gives a detailed and comprehensive history of Bolton's tramways right from its opening to its closure over seventy years ago in March 1947. This 160 page book is fully illustrated in both black & white and colour which helps to bring all the research and history of the tramway to life.



MIDDLETON PRESS

M5631 Colchester Tramways £18.95

OAKWOOD PRESS

OA742 Clebury Mortimer & Ditton Priors Light Rly £13.95

This railway ran parallel with the Severn Valley Railway to the east and the junction was Clebury Mortimer on the GWR's Tenbury Wells-Bewdley line. The line opened in 1908 and became part of the GWR at Grouping. Passenger services ceased in 1938, then goods in 1939 but war brought salvation in the form of a Royal Armament Depot at Ditton Priors, causing the line to survive into the 1960s. This 4th edition of the book, first published in 1963, is a reprint of the 3rd edition with two new appendices.



OA743 The Leighton Buzzard Light Railway £37.00

The Leighton Buzzard Light Railway was constructed in 1919 to carry sand from pits near the town about three miles to the main line. The railway used steam locomotives for a short while, then Simplex petrol locomotives, and finally Simplex diesels. Sand traffic declined from the late 1950s until it ceased in 1981. In the 1960s enthusiasts realised there was a railway idle at weekends and obtained permission to run passenger trains and over the years since then the preservation society has evolved and this heritage railway now operates a varied collection of historic steam and non-steam locomotives. This new third edition describes the railway's history and other local railways which mainly served sand pits.



PEN & SWORD

P7118 Regional Tramways- London Transport £25.00

This final volume in the 'Regional Tramways' series focuses on the history of tram operation in the London area. Starting the story with the pioneering horse tramways operated by George Francis Train in the 1860s, the book narrates how the various horse, steam, cable and electric tramways evolved in the period leading up to the creation of the London Passenger Transport Board in 1933. The primary focus of the book is the period immediately after World War 2 when, following the retention of the tramways for longer than anticipated, the process of conversion, codenamed 'Operation Tramaway', saw almost 1,000 trams eliminated from the streets of London in less than two years. Also covered in the book are the two second-generation tramways, the Docklands Light Railway and Croydon Tramlink, which now serve parts of the Greater London area. The book concludes with an overview of those London trams that survive into preservation.



P9174 The National Rifle Association its Tramways and the L&SWR £40.00

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

Often little known and generally unfamiliar to the passengers that used tramways, works trams were an essential facet of the efficient operation of any system, large or small, and this book is a primarily pictorial overview of the great variety of works trams that served the first generation of tramways in the British Isles. Although construction of most tramways was left to the contractor employed on the work, once this was completed the responsibility for the maintenance and safe operation of the system fell on the operator. The larger the operator, the greater and more varied the fleet of works cars employed; specialist vehicles were constructed for specific duties. Smaller operators, however, did not have this luxury, relying instead on one or two dedicated works cars or, more often, a passenger car temporarily assigned to that work. This book is a pictorial survey to the many weird and wonderful works cars that once graced Britain's first-generation tramways.



PLATFORM 5 PUBLISHING

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

ROBERT SCHWANDL PUBLISHING

MET58 Berliner U-Bahn-Linien: U4 £21.00

The last volume in our series on the Berlin U-Bahn lines tells the story of today's U4, which runs from Nollendorfplatz to Innsbrucker Platz. Berlin's shortest subway line was opened in 1910 by the then independent city of Schöneberg and has not been expanded since. Nevertheless, there is a lot of interesting stuff to tell about this line. Numerous colour and black and white photographs illustrate the exciting story and each subway station is described in detail.



MET60 Tram Atlas Deutschland/Germany 5th Ed £20.00

MET57 U-Bahnen in Deutschland £19.00

UNIQUE PUBLISHING SERVICES LTD

UQE32 The Tramways of Hong Kong - A History in Pictures £14.99

YESTERDAYS WIRRAL BOOKS

YW141 Birkenhead Tramcar Manufacturers 1859-1913 £15.00

Author and researcher Rob Jones also restores trams in his spare time, ten to date. For the last 35 years he has delved into the history of tramcar manufacturing in Birkenhead from 1860-1914. Continuing the work begun by JH Price and FK Pearson but with the advantage of modern search methods he has produced a tour-de-force, illustrated with over 170 contemporary and modern photographs from around the world. Eagle eyes will bemoan sloppy proofreading, but it is nevertheless a splendid effort.

**RAILWAY BOOKS****AMBERLEY PUBLISHING**

A9477 Berkshire Traction £14.99

A8587 Beyer, Peacock & Company of Manchester £14.99

A8545 BNSF Railway £14.99

A9275 Crewe in the Days of BR Blue £14.99

Crewe needs little introduction. Even in a country built on railways, with many other railway centres, Crewe is a railway town that is unequalled. Five major routes, several motive power depots, an extensive station, large marshalling yards and at one time the largest locomotive works in the world. The British rail corporate era was the end of a golden age for the enthusiast; around Crewe the railway remained much as it had in steam days, the station layout was unmodernised, two large motive power depots were in full use and the still vast locomotive works built and repaired locomotives in large numbers. This was a fascinating time of loco-hauled trains, traction exchange, parcels and mail services, freight and trip workings, new and ex-works locomotives and an almost continuous flow of trains. Though blue was the order of the day, it was far from dull. With an array of previously unpublished photos, we look back to a time when a trip to Crewe never failed to deliver.



A8557 Britain's Railways in the 1970s £14.99

A8267 Britain's Railways in Transition 1976-90 £14.99

A8589 Class 26, 27 & 33 Locomotives £14.99

A6174 Class 67 & 68 Locomotives £14.99

A8990 BR Blue - A Personal Reflection £14.99

A8705 Bristol Traction £14.99

A8019 Devon Traction £14.99

As the modernisation of the former British Railways moved forward into Railtrack and then Network Rail, various schemes to bring the West Country railway network up to date came and went. During the last forty or so years, Devon has seen a variety of locomotives: the famous HST, class 57, class 66, Voyagers, and class 158 and 159 DMUs, among others. Now the West Country is seeing the Hitachi class 800 electro-diesels displace the much loved HST, with a hope that they will improve journey times. With re-signalling on hold, again, the present infrastructure will remain, for the time being. This book aims to bring back memories of traction once common, or not so common, on the rails of Devon and will offer a visual comparison of what was once the mainstay of daily services through to the gradual modernisation of traction and rolling stock. Also included is a tribute to the HST in the West Country.



A9057 Diesels & Electrics in London & the S East £14.99

A8217 Electrostars EMUs £14.99

Since their introduction in 1999, the 'Electrostar' family of Electric Multiple Units replaced a large number of aging British Rail-designed stock dating back to the 1950s. Over the next two decades more than 600 Electrostars have been built. Today they can be found on many services in and around London and on routes radiating from the capital city. This book takes a look at the many different designs in this large family, and the many routes they can be found on.



A8621 Elegance in Engineering - The Classic British Steam £14.99

Elegance in Engineering showcases an interesting and diverse collection of British-built steam locomotives from all builders, for railways at home and abroad. These examples of British engineering at its best will tell the story of the development of the archetypal British steam locomotive from the 1830s to the end of steam locomotive manufacture. Beauty may be in the eye of the beholder and any selection of locomotives is bound to be subjective, but nobody can deny that by comparison, locomotives built overseas tended to be angular and austere. Maintenance staff would argue that having many of their fittings on the outside made them easier to look after, the purist would contest that it did not make them easier on the eye.



A6924 Europe by Sleeping Car £14.99

A9348 European Steam in the 1970s £14.99

A9187 First Generation Scottish DMUs £14.99

A8772 Freight in the Peak District £14.99

A9453 Green Diesel Days £14.99

All these books available now. To order phone 01457 861508

- A9455** **Glory Days: Western Region Steam Around London** £14.99
- A9314** **GWR Locomotives- The Hall Class** £14.99
- A9302** **GWR Locomotives The Manor Class** £14.99
- A7921** **Holiday Trains** £8.99
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- A4942** **Industrial Locos & Rlys of Scotland** £19.99
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- A9235** **Last Call for Steam: Chasing Locos in the 60s** £14.99
- A7761** **Locomotives of the Victorian Railway- The Early Days of Steam** £14.99
- A8898** **London Rail Freight Since 1985** £14.99
- A9461** **Maunsell Locomotives** £14.99
- A9382** **North Wessex Diesels** £14.99

This book is a pictorial record of diesel-powered freight and passenger services throughout the area surrounding the North Wessex Downs. Roughly bounded by Oxford, Swindon, Reading, Pewsey and Basingstoke and covering over 140 route miles, this is a region of gently rolling countryside and contrasting light industrial scenes. The featured period covers fifteen years leading up to the wholesale introduction of electric trains on major routes, when the much-loved InterCity 125 High Speed Trains still held sway on express passenger services, and Class 59 locomotives dominated the prolific aggregates traffic from the Mendips. Photographs depict the changing seasons and a variety of motive power, operator liveries and traffic types including stone, oil, bitumen, cement, steel, coal, china clay, fly ash, automotive and infrastructure trains.



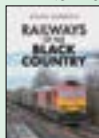
- A9465** **On the British Narrow Gauge** £14.99
- A8065** **Rail Rover: Wessex Ranger** £14.99
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- A8968** **Railways Around Selby** £14.99
- A9237** **Railways at Night: From Dusk til Dawn** £17.99
- A9384** **Railways in the Peak District** £14.99

Sheffield and Manchester were connected in 1845 by the first line across the Pennines through the notorious Woodhead tunnel, followed by a gradually infilling of lines connecting Peak District towns and villages. Some of them became famous as the Settle-Carlisle route, such were the engineering difficulties of driving a route through the limestone dales. The line between Dore and Chinley was the last main line in England to be driven across the Pennines in two huge tunnels. At its height the Peak District railway system encompassed a narrow-gauge light railway for tourists, cable-hauled inclines to export limestone, seven of the UK's twenty longest railway tunnels, and Britain's first all-electric main line. The birth of British Railways in 1948 and the subsequent Beeching axe were the death knell for many of these unique railways. Today some of the tracks can still be followed on foot, bicycle or horseback thanks to the Peak District National Park and other leisure organisations.



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

The Black Country is an area immediately to the west of Birmingham heavily associated with the Industrial Revolution. The townships are fiercely partisan and in typical fashion have fought hard for their railway connections. The main presence was provided by the GWR and the LNWR with routes between the major centres. Other minor concerns were represented by local industries. Given the industrial nature of the area, it has been neglected by photographers and over the last fifty years Steve Burdett has uncovered and recorded a system that was decimated in the Beeching Report. As a result, a variety of locations including Stourbridge, Wolverhampton, Walsall and Bescot are included in a photographic tour around the region. In recent years, an enlightened transport policy has seen an improvement in infrastructure and services including the Midland Metro with more to follow. A variety of motive power is to be seen within this collection.



- A8917** **Rlys of the West of England in the 1980s** £14.99
- A8431** **Rlys of the Western Region in the 1970s & 80s** £14.99
- A892X** **Renewing Britain's Railways: Scotland** £14.99
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- A7187** **Somerset Traction** £14.99
- A8571** **South Devon Railway** £14.99
- A8900** **South Wales Rlys Around the Millennium** £14.99
- A9911** **Steam Trains- The Magnificent History of Britain's Locomotives from Stephenson's Rocket to BR's Evening Star** £9.99

Most people are under a misapprehension: the Rocket was not the first steam engine. Quite a few were built before it, but Stephenson's engine was the first successful steam locomotive. Colin Maggs tells the story of the steam engine, from pre-Rocket days, to British Railways building the Evening Star, the last main-line locomotive, through to the preservation movement and the new-build locomotives of extinct classes such as the Tornado. In this comprehensive history, Colin Maggs, one of the country's foremost railway historians, tells of other, perhaps less well-known aspects of the history of steam in Great Britain. The first railway lines, the activities of the early railway companies, the design and manufacture of faster and faster engines and the lives of the men and women who drove the industry. These and other fascinating stories from the age of steam are all revealed in this accessible book, illustrated with over 150 photographs and period ephemera, many in colour.



- A9344** **The 1896 Light Railways Act- The Law that Made the Heritage Railways Possible** £14.99
- A8153** **Architecture & Infrastructure of Britain's Rlys: West Midlands, Wales and the West** £14.99
- A8746** **The East Coast Main Line King's Cross to Peterborough** £14.99
- A8185** **Eastern Region in the 1970s & 1980s** £14.99
- A9034** **End of Steam in North West England** £14.99
- A8935** **Extraordinary Daddy-Long-Legs Rly of Britain** £14.99

- A7104 **The Grand Crimean Central Railway** £14.99
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BELLCODE BOOKS

- BEL32 **Liverpool to Goole- A Pictorial Journey** £16.99
 BEL33 **Railway Memories 30 Chesterfield, Staveley and the Hope Valley** £17.99

Through 223 superb black and white photographs and informative text, the traditional Railway Memories format is maintained within this new book. With the help of extensive research, author, Stephen Chapman recalls the railways of north Derbyshire as they were in a time when the old world market town of Chesterfield was surrounded by iron works, coal mines and heavy industrial plants all connected by an entanglement of steam operated railways.



BOOK LAW PUBLICATIONS

- BL547 **Diesels & Electrics on the BR in the 1970s & 1980s** £23.99

In this book, Graham Jelly takes a look at various locations with an emphasis where there have been changes to tracks, buildings and/or signalling. Softback, 112 pages, over 200 colour photos all with extensive captions.



- B2598 **Last Years of Scottish Steam in Colour** £23.99
 B2599 **London's East End Traction- Steam, Diesel & Electric** £23.99
 B4903 **SFTP Railways in and Around Manchester and Stockport (the Modern Era)** £23.99

Steam Memories 1950-60s

- B2584 ...100 Scottish Region Engine £9.99
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 B254X ...108 BR Locomotive Workshops £9.99
 B4904 ...109 Scottish Region Engine £9.99
 B4906 **Great Northern Railway- Back Line** £27.95
 B4902 **Heyday of the BR Standard Locomotives** £21.99

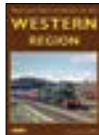
Paul Levens and the Sour Valley Model Railway Club turn their attention to the 999 'Standard' locomotives built by British Railways with numerous illustrations of each of the 12 Classes built up to 1960. A4 Softback, illustrated with black & white photographs throughout.



- B4901 **Heyday of the Early British Rail Diesels** £19.99
The Last Years of Steam
 B2595 ...on the Eastern Region £19.99
 B2596 ...on the London Midland Region £19.99

- B2594 ...on the Southern Region £19.99
 B4900 ...on the Western Region £19.99

The Great Western Railway has always had a loyal band of followers. Likewise, the Western Region of British Railways which initially encompassed the territory owned by the GWR had its faithful hordes. Author Paul Levens has broken the album down into chapters which will cover most of what was happening on BR. A4 Softback, illustrated with black & white photographs throughout.



BRYNGOLD BOOKS

- BG051 **Barry Rly its Docks and Successors** £35.00

The development of the South Wales Coalfield during the seven decades of the Victorian era led to the creation of a series of huge undertakings. Among these was the development of various methods of transport for the distribution and global export of the vast quantities of coal produced as a result. This book does a magnificent job of recording the key elements of the history of just one of those organisations, the Barry Dock and Railway Company, later known as the Barry Railway. It provides a pictorial record of that company's fascinating infrastructure.



CAPITAL TRANSPORT PUBLISHING

- CA439 **Green Diesels in View** £22.00

When British Railways took its first hesitant steps towards modernisation, it was probably disappointing for railway fans when the first main line diesel locomotives emerged in the black livery used on steam traction in the same power classification. Railway bosses must have had a change of heart in the mid-1950s because, on 19th August 1956, a party touring Derby works discovered Nos. 10000 and 10201 standing in the paint shop bedecked in green livery together with a diesel shunter that was undergoing the same treatment. This marked the beginning of the green diesel era which lasted until official policy changed in favour of corporate rail blue in 1965. The change was only gradual, however, and it was many years before green disappeared completely from the scene. Using some of the most evocative images available, this album will rekindle happy memories for the many who witnessed this era and provide an insight into the diesel railway at that time for those not so lucky.



- CA434 **Large Logo Diesels in View** £19.95
 CA430 **London District Railway Volume Two** £35.00
 CA441 **The Birth of the Tubes** £16.95
 CA440 **The Story of London's Underground** £25.00

This 12th edition of the best-selling history of the London Underground brings the story up to 2019. The book covers all the major developments on the Underground and many of the less significant, but fascinating, aspects of its history. Illustrated throughout in good quality black and white and colour illustrations.



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This new railway atlas by Stuart Malthouse is a complete labour of love and has taken many years to compile, showing as it does the railways of the South West and Central Southern England in astonishing detail. It shows a much wider range of railway types and their features than on most existing maps. The area covered extends from Cornwall in the South West to Hampshire in Central Southern England, as far north as Bristol and Swindon. Industrial railways are shown as well as passenger railways, and each map is accompanied by a detailed key of the public and private railway systems with dates of operation and gauges, stations and topographical features, together with detailed opening and closing dates and name changes. A chronology of the public railway routes also accompanies each map, which includes independent public railways or independent private railways with public rail involvement. The atlas is prefaced by 76 pages of detailed information about the railways and a detailed chronology.



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Much has been written about the end of steam, but what came after has received rather less attention and yet, while the electrification scheme was carried out 'on the cheap', it was ground-breaking in many ways, not least in representing the first example of high speed push-pull operation of passenger trains in the UK. Just over 50 years has passed since the start of electric working. The original rolling stock has been replaced twice and many places on the route now have service frequencies undreamt of in 1967. This book looks in detail at the electrification scheme from 1964 onwards, the implementation of electrification concurrent with maintaining the existing service, rebuilding and modernising infrastructure and, of course, the original electric and trailer sets as well as the pull-push operation beyond Bournemouth. In addition, changes subsequent to the original 1967 electrification are covered in relation to liveries as well as replacements for the original rolling stock in the ensuing 50 years.



CR596 The Modern Railway 14th Edition 2020 £25.00

Produced annually by the team from Modern Railways, The Modern Railway offers a comprehensive review of the UK rail industry, along with an overview of events in Europe. With contributions from Roger Ford, Tony Miles, Alan Williams and other members of the team, The Modern Railway 2020 provides an in-depth examination of: policy and finance, infrastructure maintenance and renewal, train operation (passenger and freight), key projects now under way, rolling stock manufacturing and maintenance, signalling and telecommunications, customer interface and support, light rail and Metro systems and any European developments. As well as editorial coverage of all the main players and projects, This publication includes a comprehensive directory of over 2,800 suppliers and businesses involved in all aspects of the UK industry.



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Greater Manchester covers an area of 493-square miles, is a diverse part of north-west England and is home to 2.8 million people. At its heart is the vibrant and ever-changing city of Manchester, the large conurbation having borders with Lancashire, West Yorkshire, Derbyshire, Cheshire and Merseyside. It has a complex, varied and historic heavy rail network that contains ninety-six stations on a 142-mile network, part of which was the first passenger railway in the world. Greater Manchester is also home to the largest light rail system in the UK. The Metrolink Tram system has a current network of fifty-seven miles and ninety-three stops. Its expansion has aided some traffic reduction in an area that has the highest percentage of motorway network than any other county in the UK.



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This is the story of how Britain's railway disasters, horrific though they may be, change the network for the better through the crucial lessons that are learned. It starts with fatalities on early mining tramways before the dawn of the steam age and takes the story up to the present day. While many of Britain's worst tragedies are covered in depth, such as Quintinshill in 1915 and Harrow & Wealdstone in 1952, the book also looks at others that had resounding consequences for safety.



- GB826 British Railways Stinks- The Life and work of Britain's Last Railway Chemists £14.99

The first railway chemical laboratory was opened in 1864 by the London & North Western Railway at Crewe, and the last ones lost their direct link to the rail industry on their privatisation in 1996. Whatever their expertise, every railway chemist or 'stink' has been asked the same question: 'What do you actually do?' That is precisely the question this book attempts to answer. It covers many aspects of the work, from a BR chemist going to San Francisco to blow up a water melon to declaring an empty coal wagon a confined space; from whitewashing a passenger train, in service, in a couple of seconds to questioning, on chemical grounds, the mental state of the chairman of British Rail; from gassing weevils to setting fire to a canal in Derby. British Railway Stinks tells the unusual, astonishing and sometimes downright hilarious story of the railway 'nuts' who decided what exactly the 'wrong kind of leaves' were.



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

In 2004, its ongoing forty years of fame finally earned it a place in the National Railway Museum collection and, after an unprecedented fundraising campaign and a National Heritage Memorial Fund grant, the museum was able to clear the enormous debts of the engine's then owning company and acquire Flying Scotsman for the nation, and for a British public which clearly holds the engines in high esteem. If it had not acquired fame, largely as a result of its name, in the 1920s and 1930s, then maybe Alan Pegler would not have had the enthusiasm to purchase it in 1963. If it had been scrapped, what would then have become Britain's most famous steam engine? And now it's back. No-one expected it to take ten years of toil, but the National Railway Museum finally has an engine to be proud of. This book tells the story of the legend that is Flying Scotsman; the ultimate in British express steam design elegance.



HAYNES LTD**HA689 Flying Scotsman****£12.99**

Perhaps the most iconic steam locomotive in the world, the legendary Flying Scotsman was the first train to achieve 100mph and in its glory days ran the only non-stop passenger service between London and Edinburgh. When it was withdrawn from regular service in 1963, after nearly 40 years in service, the locomotive had travelled an estimated two million miles. In January 2016 after a complete and expert restoration project lasting a decade, Flying Scotsman returned to the UK's mainline as one of the jewels in the National Railway Museum's collection. Philip Atkins is the son of a noted amateur railway photographer, and served as the Librarian at the National Railway Museum, York, for 30 years. His long-time close involvement with the Museum's huge archive set him in good stead when he was approached to write this book and the outcome is this great read.

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As the LMS Press Release explained at the time, the newest LMS 2-6-0s, though of small size and light weight, incorporated 'every modern development which has been found successful on the larger main line types.' They had self-cleaning smokeboxes, manganese steel axlebox liners, rocking grates and hopper ashpans. Externally, the high running plate and outside cylinders contrasted with the rather ancient looking large diameter chimney. The tender cab and inset tanks were designed for tender-first operation. The Class 2 moguls and the contemporaneous Class 2 2-6-2Ts were amongst the last new LMS designs and although intended for secondary duties, they incorporated (just like the Press Release said!) all of the refinements developed over the previous decade and honed by Ivatt on his postwar Black Fives. The two classes were designed together, sharing as many components as possible, using the same boiler, and they were very much complementary.

**IR228 Book of the Stanier 8F 2-8-0s Part 2 £29.95**

Latest in the longstanding 'Book Of' series, five parts to adequately cover the vast number of locomotives involved. Part One detailed those 8Fs built by/for the LMS for its own use - 8000-8125 in the 1930s with no thought then of them becoming a British 'war locomotive' though indeed some did go abroad. Part Two concerns firstly those engines built by Crewe and North British for the LMS, 8126-8225 which never went abroad and secondly the locos built at Ministry of Supply/War Department behest and loaned to the LMS/GWR, 8226-8300. The life, times and adventures of each (sometimes quite exotic in the case of the latter) is recorded under the individual loco, as with previous 'Books Of'.. All the usual works histories and allocations are here for every loco; liveries and tender varieties, experimental episodes and every other facet of these mightily impressive 2-8-0s, which survived to the very last days of BR steam.

**IR227 TE Williams- Lost Colour Collection Vol 3 £25.95**

The late Tom Williams, Great Western enthusiast and photographer born in Stratford-upon-Avon in 1930, is best known for his extensive black & white photographic work which was donated to the NRM in York by his family after his death at the age of forty-nine in 1980. His little-known 35mm colour transparency work, however, was retained by his youngest son, Owen and is currently under restoration by his eldest son, Phillip. Although centring on the Western Region of British Railways, around the idyllic Warwickshire and Cotswold countryside, we are also treated to locations as diverse as Bristol, Reading, New Barnet, Twyford, Eastleigh and Crew, to name but a few. We also have a chapter dedicated to the challenging section of main line between Newton Abbot and Plymouth. We believe this volume will sit proudly, not just on any discerning steam enthusiast's bookshelf, but with its large and detailed colour plates will also provide invaluable information for any serious railway modeller.



LANCASHIRE & YORKSHIRE RLY SOCIETY

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This book covers the changing years of the narrow gauge. In Wales, a metamorphosis was underway. Narrow gauge lines were being exhumed or improved to carry an increasing number of tourists. In England, there remained a few industrial concerns, such as the sand line in Leighton Buzzard, which either bequeathed their steam locomotives or provided access to preservationists. In order for these narrow gauge lines to survive at all and then move forward to enter the tourist industry and be accepted as economic generators, they had to change, sometimes rapidly and often without much thought to past heritage; that would come later. We chart their progress, in glorious colour pictures, as the railways hastened to get themselves fit enough to carry larger numbers of passengers than had perhaps ever been dreamed of.



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Volume 1 of this series traced the history of the Severn & Wye & Severn Bridge Railway, the major independent concern in the Forest of Dean, and illustrated the 'main line' from Lydney to Parkend. Volume 2 continued the journey to Cinderford. Volume 3 covered the branches to Lydbrook Junction and to Coleford whilst Volume 4 dealt with the Mineral Loop and all of the collieries connected thereto. This Volume looks at all facets of the harbour at Lydney where the vast majority of Forest coal was trans-shipped into small coasting vessels for shipment to Bristol, round the coast of the West Country and to Ireland.



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- BD864 The Hull & Barnsley Railway Volume 1: Formation and the Early Years £25.00

Although the main line route of the Hull & Barnsley Railway plus its associated branches enjoyed a relatively short independent operational life of just 37 years from 1885-1922, its importance as a 55-mile conduit from the collieries of South Yorkshire to the Humber was key to the future development of the port of Hull. This volume traces the formation and early years of the company, its struggles to carve out its own share of the lucrative coal traffic and its fight against the competition. Against a background of strong local passions within Hull, and numerous cloak-and-dagger manoeuvres from its competitors to bring about its extinction, it was a miracle the H&BR managed to survive - indeed, it was brought to its knees more than once and amalgamation seemed to offer the only way out. This profusely illustrated narrative also describes the H&BR's 'way and works', including the company's 'jewel in the crown' that was Alexandra Dock.

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Railway Journeys in Art volume 9 takes a journey around America from the east to the west coast. The result is a stunning artistic guide to North American destinations and railway poster heritage. With the support from the Newberry Foundation in Chicago, Boston Public Library, The California State Railroad Museum and of Swann Galleries in New York, this volume contains much new research. Several of the new posters have been uncovered from unlikely sources and will certainly be of interest to collectors and enthusiasts.

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The crossing of the Forth Estuary provided a challenge up to the opening of the Forth Bridge in 1890. The original route via Kirkliston required passengers to change to the ferry before rejoining trains to complete their journeys. Both routes and the connecting lines are covered in this album.



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NORTH LONDON RAILWAY HISTORICAL SOCIETY**NLR91 History of the North London Railway V2
Stations of the City Extension £25.00**

Authors, JE Connor and DL Hanson, examine the stations of the City Extension to the North London Railway. The book covers Broad Street, Shoreditch, Haggerston, and Dalston Junction stations in depth with numerous photographs, drawings and maps. This is the first of four expected volumes looking at the various stations on the now revitalised North London line. A4 Softback, 172 pages, illustrated with black & white photographs throughout.

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

Post privatisation, locomotive haulage of passenger trains has not been favoured and most additions to the passenger fleet have been in the form of diesel and electric multiple units. However, new locomotive types have also been introduced and this book provides their story from conception, to ordering, construction, testing, delivery and entry into traffic. Included are chapters on each of the new Classes: 66, 67, 68, 70 and 88 examining areas such as teething troubles, regular operations, liveries and names. It will also feature the Class 59s the first privately owned locos on the network in 1986 and the forerunner to the Class 66. Also covered are the major rebuilds of ex-BR classes such as the 57s, both types of 73/9 and also the GBRf Class 56 project. This book is a comprehensive and authoritative survey of the locomotives of the post-privatisation era and will be welcomed by all those interested in the current railway scene in Britain.

**OP665 Southern Coaches Survey
Pre-Grouping and Mk1 Stock £25.00**

Those interested in the Southern Railway and the Southern Region of British Railways will know of Mike King's previously published and acclaimed volumes, *An Illustrated History of Southern Coaches* and *An Illustrated History of Southern Push-Pull Stock*. This addition to that series focuses on coaching stock inherited by the SR from the pre-grouping companies from which it was constituted, some of which was very long lived. Among the many vehicles covered in this volume are; LSWR two coach branch and 3-Lav sets, SECR 3 coach Birdcage sets and 60ft 10 compartment Thirds, LBSCR Balloon stock, six-wheelers and vans, Bulleid and



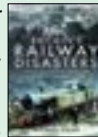
Maunsell designed vans for passenger train use and BR Mk1 corridor and non-corridor stock. The detailed text is supplemented by many photographs and scale drawings, information on set/coach numbering and details of the services on which the various vehicles could be found.

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P6656 Britain's Railway Disasters £14.99

Passengers on the early railways took their lives in their hands every time they got on board a train. It was so dangerous that they could buy an insurance policy with their ticket. There seemed to be an acceptance that the level of danger was tolerable in return for the speed of travel that was now available to them. *British Railway Disasters* looks at the most serious railway accidents from the origins of the development of the train up to the present day. Seriousness is judged on the number of those who died. Information gleaned from various newspaper reports is compared with official reports on the accidents. The book will appeal to all those with a fascination for rail transport as well as those with a love of history. The author examines the social context of how injuries and deaths on the railways were seen in the early days, as well as how claims in the courts became more common, leading to a series of medical investigations as to how travelling and crashing at high speed affected the human body.



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In this splendid book professional railwayman Richard Harper takes an in-depth look at the changes and challenges faced by the railways during the '70s. The struggle to modernise; the Advanced Passenger Train; tilting; the run-away success of the HST train; union intransigence, Government indifference and lack of belief in the rail system's future are spelled out in the context of events elsewhere in the country. This work is profusely illustrated with over 200 carefully selected appropriate photographs and a host of contemporary publicity material, together with tables and statistics. If you ever wondered why, or why not, things came about, chances are Richard Harper has an answer.



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S4541	By Rail to the Music Halls	£25.00
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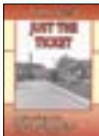
David Hindle is an author and social historian with a particular interest in the genre of music hall and the history of the railways. In this book, he flags up parallels to draw between the origins of railways and music hall. This is an original concept, notwithstanding that long before the age of the automobile, it was the railways that conveyed audiences and performers to the music halls that evolved to become variety theatres. The foreword is written by Gary Morecambe who details the story of how a trip his father took on a train in 1940 lead to a career entertaining millions. For over twenty years Morecambe and Wise learned their craft in Britain's variety theatres whilst travelling extensively throughout the country. When variety effectively died and many theatres went permanently dark in the 1950s and 1960s, they switched to television, which were enjoyed by millions throughout the world.



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S5292 Softback- The Gloucestershire, Warwickshire Steam Railway Past & Present
S4558 Just the Ticket- Memories of Liverpool Booking Clerk 1962-1965 £10.00

Written by a booking clerk, an occupation most people might think uninteresting, *Just the Ticket* reflects on Barry Allen's career in this profession. Barry's own exploits in this job could hardly be described as dull. Humour forms the basis of his story, without which life would be much the poorer. All the events included in the book are based on fact, although most individuals mentioned are now retired or sadly deceased. Barry's career with British Railways was extremely short, a mere three years. It began during the twilight of steam, a period best known to railwaymen as pre-Beeching, when Britain still had a large railway system. This book tells of the life and times of a booking clerk between 1962 and 1965.



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SOCIETY OF MODEL AND EXPERIMENTAL ENGINEERS

- SMEE2 The Remarkable Jim Crebbin and his Experimental Locomotives** £14.00

STENLAKE PUBLISHING

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

Tom Heavyside has put together 67 of his own photographs with a detailed text telling the story of the Class 50s, engines dominant in the Western Region from the late 1960s to the 1990s. The Class 50s replaced much-loved steam locomotives so were initially regarded with some resentment by train enthusiasts. However, as the years rolled by these venerable diesels, emblazoned with the huge BR insignia, were looked on with more and more affection. In this book they are seen at work at Crewe, Doncaster Works, Wigan, Glasgow, Torquay and Exeter and many more locations up and down the country.



STRATHWOOD

- SW003 Eastern Steam Days Remembered II** £34.95
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SW005 Southern Steam Days Remembered IV £34.95

Steam's Lament- London Midland Engine sheds

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SW001 Western Steam Days Remembered III £34.95

SWISS RAILWAY SOCIETY

- SRS80 The Birsigthalbahn** £10.00

The new SRS book on *The Birsigthalbahn* is more than a conventional history and operational review of a small Swiss rural railway. It charts the history from its unlikely start as a hybrid tramway/railway serving a quiet rural area southwest of Basel to its modern incarnation as a part of the essential transport network that serves Switzerland's second city. More than a simple review of the line it is also a social history of the area the line served, and the way the railway transformed it into its modern form as an integral part of the Greater Basel area. A good read and a welcome change from the usual genre of Branch Line Book.



TRANSPORT TREASURY PUBLISHING

- TTP04 First Generation Diesels in East Anglia** £14.50
TTP07 Somerset & Dorset - RC Riley Archive 55-65 Vol 2 £14.50
TTP02 Southern Medley RC Riley Archive 3 £14.50
TTP05 Southern's Withered Arm £14.50
TTP06 The Atmospheric Western £27.50

The name of George Heiron will be instantly familiar to those of a certain generation. George was one of those men who were pioneers of railway photography as an art form. For him the train was often incidental to the setting and as such he was able to record the contemporary scene in a way that was often unique. With access to the complete Heiron collection of 1,500+ views, this book will introduce a new readership to the delights and skills of a true master of the camera.



- TTP08 Western Region Non-Passenger Trains** £14.50

'Western Region Non Passenger Trains'. Think of any railway but the (Great) Western Region in particular and thoughts will invariably turn to trains like the 'Cornish Riviera' or 'Cheltenham Flyer'. But these and others like them were only one small part of the scene with the majority of services made up of lesser passenger workings and even more of freight. In this new book, respected Great Western and Western Region author Jeremy Clements has cast aside the prestige workings and instead concentrates on everything from parcels to coal and milk and from through freight and pick up workings to branch line services and even freight train banking. Over 120 images from renowned photographers Dick Riley and Peter Gray make up what is an excellent example of Non-Passenger workings as they used to be. Most of the former WR network is featured, reproduced on quality art paper and with detailed and informative captions of the type the author is renowned for.



TTP00 Western Ways - RC Riley Archive 37-64 Vol 1 £14.50

TWELVEHEADS PRESS

TH495 Steam South & West £16.00

UNIQUE PUBLISHING SERVICES LTD

UQE36 Great Central-
from Nationalisation to Rationalisation £9.99

UQE37 Restoration Rewarded-
A Celebration of Railway Architecture £19.99

The development of Britain's railway network resulted in the construction of countless superbly designed stations, viaducts, tunnels and other important structures. The early railways took a pride in the impression that they gave to intending passengers and often employed notable architects to design these impressive buildings and, as the railway companies expanded, they often employed in-house architects. Whilst groups such as the Victorian Society were at the forefront of campaigns to see buildings retained, there remained a fundamental problem of encouraging owners to preserve them and, more importantly, restore them to the highest standards. Recognising that highlighting good practice in restoration could be achieved through an awards scheme, the Best Restored Station Competition was launched in 1979. In this, the 40th anniversary year of the awards, Restoration Rewarded recalls some of the classic buildings that have been featured in this fascinating annual competition.



UQE33 West German Steam £29.99

VISIONS INTERNATIONAL

VISDF The Deltic Family 1955-1973 £27.95

The Deltic Family 1955-1973 primarily features the Deltics in their pre-TOPS years. However, the Prototype and the Baby Deltic are also featured and DP2 for good measure. This wonderful collection of photographs takes a chronological journey from Deltic's launch in 1955, through to the introduction of the Baby Deltics in 1959 and the production Deltics in 1961. Most chapters feature a single year and show the locomotives at work and rest. Modifications are highlighted as are the livery changes the locomotives underwent.



WILD SWAN BOOKS

WS868 LMS Loco Profiles 15 Royal Scots £26.95

WS867 Twilight of the Goods £14.95

WILLOWHERB PUBLISHING

WH785 Midland Railway Outpost Lancaster -
Morecambe - Heysham £21.95

A nostalgic look back at the railway and shipping operations in the Lancaster, Morecambe and Heysham area, including its pioneering and unique electric trains. In 1904, Heysham gave the Midland Railway a more direct route to Belfast, which it had been seeking for over 50 years. Coverage begins at Wennington where trains from Leeds were split into Morecambe and Carnforth



portions. We then continue along the Midland's main line through Hornby, Caton, and Halton to Lancaster Green Ayre, Morecambe Promenade and Heysham, before featuring a variety of ships on services to Belfast and the Isle of Man. The post-1966 route via Carnforth is also followed to the much-changed former Midland Railway outpost at Heysham. This full-colour album will bring back many memories for those who travelled by train to Morecambe for their holidays - or ventured across the Irish Sea from the Port of Heysham.

OTHER TRANSPORT BOOKS

AMBERLEY PUBLISHING

A8882 Aveling & Porter - An Illustrated History £14.99

Thomas Aveling, a farmer and self-taught engineer, became the 'father of the traction engine'. This resulted from efforts to improve agricultural machinery. After success with steam ploughing his conversion of the portable steam engine, making it self-propelling, produced the first commercially successful traction engine. Establishing a factory in Strood, Kent in 1861, Aveling's need for finance led to partnership with Richard Porter in 1862. This was an ideal relationship that freed Aveling to concentrate on the engineering. Aveling's innovations included numerous patents covering improvements to engine layout, to steering and to geared drive. The product that brought the firm international recognition was the steam road roller marketed in 1867. As the world's most prolific manufacturer, Aveling & Porter became synonymous with the road roller. Profitable as a firm until the failure of the Agricultural and General Engineers combine, the firm was to be resurrected as Aveling Barford in 1934.



A7785 Newport Transporter Bridge and
Industry Along the River £14.99

A8643 West England Emergency Service Vehicles £14.99

OMNIBUS SOCIETY

OSM90 Omnibus Society -
A 90th Birthday Celebration £6.00

The Omnibus Society has produced this publication to mark the 90th anniversary of its founding back in 1929. What started out as a meeting of like-minded people at London's Olympia has blossomed into a large organisation with six branches and two research groups. This volume looks at each decade the society has been around and the bus scenes at that time. 56 pages softback.



SILVER LINK

S4554 Farming & Recollections
Steam in Agriculture £6.00

S4553 Road Transport Recollections
Road Rollers £6.00

S4552 Road Transport Recollections
The Best of British £8.00

PEN & SWORD

P5922 Parry Thomas - The First Driver to be Killed in
Pursuit of the Land Speed Record £19.99

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CAR BOOKS

AMBERLEY PUBLISHING

A8599 Armstrong Siddeley Motor Cars £14.99

A8788 Ford Mustang- The First Generation £14.99

A9091 Gilbern Cars £14.99

The Gilbern motorcar was the only motorcar to ever be produced in Wales and made use of the iconic Welsh Dragon for a badge. Over the short period of 1959 to 1973 it evolved through several changes of ownership from a basic enthusiast's sporty coupe into a gentleman's sporting tourer. Some of the manufacturer's models included the Gilbern GT, Golbern Genie and Gilbern Invader, all are featured here. With a wealth of fascinating illustrations, Michael Burgess charts the story of this remarkable company and is an essential read for anybody with an interest in the history of British car manufacturers.



A8603 MG Magnette £14.99

A6528 Peugeot 205 GTI £14.99

This book covers the engineering and design features that made the 205 so special. Within a stylish design, it offered a variety of lively petrol and diesel engines while the suspension, with MacPherson struts at the front and torsion arms with trailing arms at the back, offered excellent ride and handling. Soon the first GTi version was produced with an eager free-revving 1600 engine. In 1986 a 1900 version was introduced. The book also covers the rally versions of the car for Peugeot Talbot Sport and its continuing success in amateur motorsport today as well as the CTI Cabriolet and special editions. Drawing on his personal experience of driving a renovated Peugeot 205 GTi, Matthew Corrigan also provides advice on restoration, parts, used-car values and other ownership tips.



A9682 Qualified: The Guide to Becoming an

Approved Driving Instructor £18.99

A8860 Riley Cars 1896-1969 £14.99

A7448 Triumph Spitfire & GT6 £14.99

Setting the Small Sports Car Standard

MALVERN HOUSE PUBLICATIONS

MH157 Opel Album £5.95

Adam Opel was born in 1837, and originally trained as a locksmith, then he turned to making sewing machines, then bicycles in the late 19th century. His four sons were avid bicycle racers, and took the lead when the family firm made motor vehicles. After the Great War the firm made popular cars, and it was acquired by General Motors, to access the growing German economy. Its American ownership aroused the suspicion of Nazi authorities, so Opel did not play as large part in the German war effort as other companies. Postwar recovery of the German economy carried Opel along on a tidal wave of growth. Many interesting and world-leading car designs were produced from the 1970s to 90s. The strategy to build world cars would eventually mean Opel's home market position was



weakened. GM seemed to have few ideas on how to solve Opel's problems other than by cost-cutting. GM seemed likely to oversee the collapse of Opel. Luckily another motor manufacturer could see the potential and PSA Group acquired Opel in 2017.

MH154 Panhard Album £5.95

In 1887 Panhard & Levassor began making Daimler engines under licence, and in 1891 they conceived the automobile layout which would become standard worldwide. A vertical engine was located at the front of a four-wheel chassis with sprung suspension, driving the rear wheels through a friction clutch and a series of gears. It may seem to be an obvious layout today, but up to that time there was no consensus of opinion about the 'right' way to design cars. Panhard was also the first car to have a windscreen. They were the leading car manufacturers in the world in the early years of the motor car, but after the death of co-founder Emile Levassor in 1897 the firm began to struggle. The early image of the company as a race-winning dynamic force at the forefront of technical innovation was replaced by that of a maker of expensive luxury cars. By the 1930s the large art deco sleeve-valve Panhards were expensive and dated, bringing Panhard to the verge of collapse. This book tells the story of Panhard.



MH152 Porsche Album Part 1 £5.95

MH155 Porsche Album Part 2 £5.95

Broadly speaking, all Porsche Types which had begun life by 1980 are described in Part 1, and those that originated after 1980 are included here. Obviously some types spanned across the 1970s to the 1980s, so as far as possible the full story of any type which had gone into production by 1980 is told in Part 1. That means that, although our start date here is around 1980, some cars still in production in the 1990s are not described in this publication, having already been covered in Part 1. The only major exception is the 911, the cornerstone of the Porsche range. Its early years were described in Part 1, and the continued story of its long life from the 1980s onwards is told here. This is a long and complex tale to tell in just two Auto Review publications. Due to our restricted space we have not been able to treat this extensive subject in great depth. Many descriptions have had to be compressed in these pages, and some material left out altogether.



MH150 Ferrari Album Part 2- Racing Cars £5.95

MH147 Lamborghini Album £5.95

MH146 Made in Austria £5.95

MH149 Packard Album £5.95

NEWBY BOOKS

NEW3X Motor Vehicle Registration Numbers of Great Britain 1963-1974 £17.99

COMMERCIAL VEHICLE BOOKS

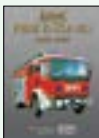
AMBERLEY PUBLISHING

A9451	British Lorries 1900-1945	£14.99
A8215	British Recovery Vehicles	£14.99
A7296	British Tipper Lorries	£14.99
A8826	Milk Transport	£14.99

LEYLAND SOCIETY

LEY69	Leyland Fire Engines 1909-1930	£14.95
LEY51	Leyland Fire Engines 1942-1993	£14.95

This is the final volume in the series of three covering fire appliances produced, mainly at Chorley, by Leyland Motors Ltd. It covers the wartimes and post-war period up to the introduction of Leyland-DAF chassis.



MALVERN HOUSE PUBLICATIONS

MH156 International Album £5.95

International Harvester (IH) was created in a 1902 merger between the McCormick Harvesting Machine Co and the Deering Harvester Co. IH became famous for their large Titan tractors. From 1907 IH made high-wheeler motorised buggies for their farmer clients, and also developed a profitable range of motor lorries and buses. Following financial difficulties, the company sold off most of its subsidiaries, and then even its core agricultural division, which was acquired by Tenneco in 1985, along with the International Harvester name and the IH trademark. The remaining truck, bus and engine manufacturing operation was renamed Navistar International Corporation, and it continued to produce commercial vehicles into the 21st century.



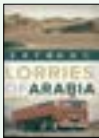
MH151 Leyland Album Pt 1- Lorries & Vans £5.95

MH148 Mercedes Album Pt 3- Unimog & MB-Trac £5.95

OLD POND PUBLISHING

O5836 Lorries of Arabia 3: ERF NGC £19.99

This is the third and final volume in the Lorries of Arabia series. The first book made tribute to ERF's world-class long-hauler, focusing in particular on the Middle-East examples, and to those who drove them. The second book continued to explore the fortunes of this legendary machine. In this new volume, the author continues to narrate an unfolding history of a premium tractive unit model that for some years lay forgotten in time. Lorries of Arabia 3 provides new details, new findings, new insights and new pictures relating to the ERF NGC. This book works as an enthusiast's guide to the ERF NGC, the rugged, reliable, left-hand drive tractive unit forever associated with long-haul European and Middle Eastern routes of the 1970s and 80s. Contains new details, findings, insights and pictures, including a register of all the 91 NGCs known to have been built.



O5835 Silk Road & Beyond- The Hair-Raising True Adventures of a Long-Distance Trucker in the Middle East £24.95

MAGAZINES

OMNIBUS SOCIETY

OS542	Omnibus Magazine 542	£4.50
OS543	Omnibus Magazine 543	£4.50
OS545	Omnibus Magazine 545	£4.50
OS546	Omnibus Magazine 546	£4.50
OS547	Omnibus Magazine 547	£4.50

Edited by Cyril McIntyre, this edition for February and March 2020 covers all the usual bases for anyone interested in the bus industry. There is, as normal, your letters, a look at the archive and important dates to keep in your diary as well as feature articles. Included in this edition is an article by Tony Francis on 'Keeping London Moving with Metroliner' and David Pike describes the interesting bus operations on the mountainous Island of Madeira as he documents his adventures in Funchal, the capital. This 48-page magazine is fully illustrated throughout with full colour photographs as well as some older B&W pictures.



STTS

STT71 Scottish Transport Magazine 71 2019 £6.50

In this edition, Keith Jones details the story of the preservation of Aberdeen tram 15; Ron Stevenson creates an interesting extra for his model tram layout in his article, The Depot Diorama; Gavin Booth gives more details of work on Edinburgh buses and Keith Jones tells the story of the Aberdeen inventor, Robert Davidson. Further articles in this magazine include: 'Taking a Tram in St. Petersburg' where Gordon Casely goes with the Lonach Pipe Band and 'A Crashed Lancaster?' where Graham Ewing recalls his National Service at Abyad, Egypt, in 1956. There is also a review by Alan Brotchie on Stenlake's recent book on 'Perth's Trams and Early Buses'.



TROLLEYBUS CURRENT

TC021	Trolleybus Current No 21 Winter 2018/19	£7.20
TC022	Trolleybus Current No 22 Spring 2019	£7.20
TC023	Trolleybus Current No 23 Summer 2019	£7.20
TC024	Trolleybus Current No 24 Autumn 2019	£7.20

This autumn edition for 2019 focuses on trolleybuses around the city of Lucerne in Switzerland. The pictures in this magazine are all taken this September and therefore show the trolleybus systems as it runs currently. The first trolleybuses appeared in the city on 9th September 1941. These trolleybuses were sent to replace the trams on the Bahnhof to Allmend route. This started a city wide move from trams to trolleybuses and in 1961 the last tram ran. This 39-page A5 magazine is packed with colour images and captions, route and fleet details of the trolleybuses working in this region at the present time.



TRACTOR BOOKS

AMBERLEY PUBLISHING

A7847	Tractor Legends	£14.99
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AIRCRAFT BOOKS

AMBERLEY PUBLISHING

- A8659** Battle of Britain Voices- 37 Fighter Pilots tell their Extraordinary Stories £20.00
- A8929** Blade Slap- A Year with the RAF Chinook Display Team £18.99
- A8714** Boulton Paul Defiant- Illustrated History £14.99
- A9629** Shropshire Airfields Through Time £14.99

Though there were airfields in Shropshire during the First World War, at Shawbury, Tern Hill and Monkmoor, it was in the late 1930s that a massive building programme began to dot the county with new RAF airfields, mostly for training purposes, until there were over sixteen - in some cases they were so close together that their circuits overlapped. Since the Second World War the number has fallen away, but Shawbury, Tern Hill, Cosford and little Chetwynd are still used by the RAF, and Sleep has been revived for general aviation. In most cases the others have returned to agriculture and a few to industry, with derelict control towers and other iconic buildings lost sentinels of the days when young men trained to carry the fight into the dark skies of Germany.



- A8744** Southampton Airport Through Time £14.99
- A9622** Spitfire Deserter? The American Pilot who went Missing £10.99

In the early morning of 20 April 1942, 47 Spitfire Vs of 601 and 603 Squadrons of the Auxiliary Air Force launched from the deck of the American aircraft carrier the USS Wasp, which had sailed to a position north of Algiers. The planes were bound for Malta. At the time, the island was under heavy siege by Axis forces. Salvatore Walcott's Spitfire never made it; he crash-landed in North Africa, part of Vichy France, and was interned. After attempting to escape, Walcott was liberated at the end of 1942. He returned to the UK and joined the US Army Air Corps and continued to serve as a pilot until the end of the war and afterwards with the USAF during the Berlin airlift. These are the bare bones of the story. But was that landing in Africa 'an inexplicable defection', as it has been described? Here is the evidence, alongside an exploration of American and British attitudes to men like Walcott who served under foreign flags.



- A8435** Spitfire Leader- Robert Bungey DFC, Tragic Battle of Britain Hero £20.00
- A8639** The F-14 Tomcat £14.99

GREGY

- CR926** Airline Tail Colours 5th Edition £9.95
- CR916** American Secret Projects Volume 2 £27.50
- CR92X** Scooter! The Douglas A-4 Skyhawk Story Revised Edition £27.95
- CR927** The Avro Vulcan £27.95
- CR963** Wings Above the Planet- The History of Antonov Airlines £34.99

STENLAKE PUBLISHING

- ST835** Gliding & Soaring in Britain- The History of British Gliders and Sailplanes £37.00

PEN & SWORD

- P5874** Early French Aviation 1905-1930 £14.99

France has been called the cradle of aviation by many a fact that cannot be disputed. By the end of the 19th century, she led the world in lighter-than-air flight. Any concern about heavier-than-air flight was dismissed as inevitable, and France would achieve it in due course. By the time Bleriot bravely enquired 'which way is England?' the country was ready to redress any perceived shortfall. Besides leading European aviation, France was the nation that named all the parts of an aeroplane with words many of which we still use today. All these technological achievements and all this innovation drew reporters and photographers like moths to a flame. The men, the machines, the places and the events all were recorded, reported, reproduced and then were filed away. In the mid-1990s the author came across one such treasure-trove; a number of albums containing around 500 images of aircraft, airships and expositions, so this will probably be the first time these French pioneers have ever been showcased.



- P6326** Lockheed F-104 Starfighter- A History £30.00

SHIPPING & MARITIME BOOKS

AMBERLEY PUBLISHING

River Thames Shipping Since 2000

- A9732** ...Cargo Shipping £14.99

Take a look at the River Thames in East London now and you would think that it is commercially dead. Where once the banks of the river were lined with riverside wharves, these have been replaced by or converted to luxury apartments. The mighty London Docks, including the 'Royals', once the largest expanse of enclosed dockland in the world, had all closed by 1983 and have since been redeveloped as Docklands; with a financial centre, London City Airport, the University of East London, houses, shopping and other amenities. But the commercial life of the River didn't die - it just moved downriver. Tilbury Docks were adapted from 1968 to handle the new pattern of container ships and roll-on, roll-off ferries. New terminals were built with easy access to the M25 and Dartford Tunnel. This book takes a look at the varying commercial shipping that has worked on the Thames since 2000.



- A9071** ...Passenger Ships, Ferries, Heritage Shipping and More £14.99

This book takes further look at the life of the River Thames after the millennium but this time, author, Malcolm Batten focuses on the passenger ships and ferries which travel up and down the banks of this impressive river. This book is designed to be a companion to the above 'Cargo Shipping' publication.



- A8635 Dreadnoughts- An Illustrated History** £15.99
A9304 Sealink British Ferries £14.99
A8856 South Coast Passenger Vessels £14.99
A8700 The Great Scuttle: The End of the German High Seas Fleet £14.99
A8069 Heyday of Thames Pleasure Steamers £14.99
A8641 The Port of Southampton £14.99
A9446 The First Atlantic Liner Brunel's Great Western Steamship £9.99

The Great Western is the least known of Isambard Kingdom Brunel's three ships, being overshadowed by the later careers of the Great Britain and the Great Eastern. However, the Great Western was the first great success, confounding the critics in becoming the fastest ship to steam continuously across the Atlantic, and began the era of luxury transatlantic liners. This book examines the businessmen, the shipbuilding committee and Brunel and looks at life on board for the crew and the passengers using diaries from the US and England. The ship's first voyage made headline news in New York and London and involved a race with the small steamship Sirius. The Great Western's maiden voyage was a triumph, and this wooden paddle steamer became the wonder of her age. She linked antebellum New York with the London of Charles Dickens and the youthful Queen Victoria. The ship continued to carry the rich and the famous across the Atlantic for 18 years.



BLACK DWARF PUBLICATIONS

- BD927 Sixty Years of Paddle Steamers Preservation** £25.00

this fascinating book records the previously untold history of one of Britain's oldest and most successful maritime preservation societies; one which has succeeded in saving not one but two jewels in the crown of the UK's maritime heritage - the iconic paddle steamers Waverley and Kingswear Castle. Drawing on the PSPS archives and the memories of those most closely involved, the book recalls the 1960s and 70s when members were able to sail on board or charter a wide variety of tugs, ferries and excursion ships; describes the purchase, restoration and subsequent careers of Waverley and Kingswear Castle; and examines the Society's close links with other paddle steamers including Maid of the Loch and Medway Queen, and the motor vessel Balmoral. Illustrated with over 200 rare, mostly colour, photographs, depicting a wonderful array of paddlers from the 1950s onwards, special moments in the careers of the Waverley and Kingswear Castle, plus significant events in the Society's history.



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FERRY PUBLICATIONS

- F6832 A Fascination for Ferries- Recollections of the Major Scottish Ferry Routes** £18.00

The author is a retired Merchant Navy navigating officer who has served on many of the major Scottish ferry routes; from that of the North Channel to Ireland, and the Northern and Western Isles of Scotland. From a child, he also travelled these routes as a passenger. The book features and illustrates personal and professional recollections throughout a fifty-year period with Sealink, CalMac and NorthLink to name a few. Approximately 120 photographs, drawings and maps are included inside.



- FP896 Bretagne - A Ferry of Art and Distinction** £16.95
F6833 Brittany Ferries- Fleet Book 2nd Ed £16.95

This new, revised edition is an illustrated fleet publication and encompasses the entire fleet of Brittany Ferries from the Kerisnel to the company's latest E-Flexer ships, the Galicia, Salamanca and Santona, which are due to enter service during 2021/2/3 on the Spanish operations. The book includes a brief account of the history of this famous Breton up to 2019. Detailed information is given for each of the fleet, accompanied by a photograph or an illustration. The principal ships are illustrated by specially commissioned drawing by Marc-Antoine Bombail. The book also includes ships of the former fleet which have operated with the company, now serving with other operators.



- F6814 DFDS Linking Europe** £16.95

DFDS have been providing shipping and logistic solutions since 1866, this new book written by Kai Ortel looks at the history of the company and its modern day operations serving Europe. The book includes a wealth of photography and will also include detailed information on each of the vessels operated by the company today from passenger cruise ships to freight vessels.



- F6828 Ferries 2020** £19.00

The 2020 edition of Ferries focuses on WB Yeats Irish Ferries' new continental ferry, Stena Line's new Holyhead Ferry, Stena Estrid, Hurtigruten's hybrid explorer ship the Roald Amundsen, Steam Packet's new tonnage on the horizon and Cobelfret, the dynamic freight operators of the North Sea. The book includes comprehensive coverage of all British and European Ferry operations as usual and full fleet listings. With statistical information on traffic on the major Northern



- F6822 Ferries from the British Isles to Iberia** £19.50

- F6826 In Deep Water - The Maritime Art of Robert G Lloyd** £22.50

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The publication looks at the development and introduction of the Superfast ships operating in the Adriatic and Aegean seas. The distinctive and slick Superfast vessels built in Germany and Finland transformed the Greek ferry business from the mid-1990s until the present. The book contains unique first-hand accounts of the design development, construction and operations of the Superfast fleet and the challenges overcome. It describes the expansion of the parent company, Attica Group, and its development of the Blue Star Ferries brand, as well as the re-organisation of the ferry services in Greek waters and Attica's recent acquisition of Hellenic Seaways. Many of the twelve Superfast ships have been cascaded to various parts of the world, including Australia, France, Canada and the Baltic and their subsequent careers are included as well.

**F6824 Dover Strait's Railway Cargo Steamers £15.00****F6830 The Gosport Liners £18.00**

The Gosport ferry service represents part of a proud nautical tradition which has long been associated with Portsmouth Harbour. Although a floating bridge was established in 1840, it was not until 1869 that the first privately owned steam launch began to ply its trade across the narrow neck of water between both towns. Its introduction was met by fierce hostility from the traditional wherrymen who did everything in their power to prevent their livelihoods from being threatened by the new mode of transport. Until their merger in 1962, 2 rival launch operators vied for the lucrative cross-harbour traffic and in late 2004, the Portsmouth Harbour Ferry Company was acquired by Falkland Islands Holdings plc. For almost 100 years the basic plan and open nature of the steam launches changed little although the 1950s saw the introduction of diesel propulsion and in 1966 the twin 'Queen' vessels revolutionised the design and performance of these sturdy craft. Today, 3 modern launches operate the four-minute link.

**F6825 The North Sea Bridge £22.00**

For nearly two centuries, the Nordic Countries (Denmark, Finland, Iceland, Norway and Sweden) enjoyed direct passenger ferry connections to the United Kingdom. Drawing from sources in multiple languages, this book explores the development of the Scandinavia-UK ferry services from the first passenger-cargo steamers of the early 19th century to the groundbreaking cruise ferries of the second half of the 20th century, and the final closure of the services during the first decades of the new millennia.

**HISTORY PRESS****H8584 RMS *Mauretania* 1907
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Five years in the making, RMS *Mauretania* and her sister the *Lusitania* represented a new era in British shipbuilding. Ostensibly built to compete against record-breaking German behemoths, the *Mauretania* was not only one of the first major ships to be turbine-driven or have four propellers; she was the largest moving structure ever to have been created by man at that time. And, soon enough, she would become the fastest as well. But the *Mauretania* wasn't just built for luxury. When war was declared in August 1914, she was pressed into service as a troop- and hospital ship. Where once she had carried society ladies, she now carried soldiers. Intensely researched and with over 100 photographs and illustrations, *RMS Mauretania (1907): Queen of the Seas* is the definitive book on this most remarkable liner.

**LIGHTMOOR PRESS****BD925 Ferries & Pleasure Steamers
of the British Isles £25.00**

This book takes a nostalgic look at many of the favourite ferries and pleasure steamers which have plied the rivers, lakes and seas all around Scotland, Northern Ireland, the Isle of Man, Wales, the Irish Republic, the Scillies, the Channel Islands, and England. It comprises around 260 photographs taken over the last eighty years, most never previously published, accompanied by detailed and informative captions. This round Britain trip ends with 'Cruising BR Style', showing views of railway-owned ferries in distant cruise ports and in the far north, well above the Arctic Circle, where in years gone by British Railways used to operate popular trips. There are biographies of those photographers who have now passed away, and a complete index. Author Richard Danielson, a well-published maritime writer and historian, has selected some of the best and most interesting images from his collection, which includes slides and negatives taken by some of the leading maritime photographers of the age.



FEATURED PUBLISHER- OMNIBUS SOCIETY

**OS106 Recollections of Henry Webb -
Life & Times 1880-1967****£14.95 £5.00**

Henry Webb was forty-five years a busman. Starting as a horse bus conductor at the turn of the twentieth century, he rapidly rose to supervisory level within the Thomas Tilling organisation in London, undertook provincial assignments for them and was later to see its uneasy absorption into the London Passenger Transport Board. This book provides a unique insight of the bus industry of the Edwardian and inter-war years. But this account is not just about buses and their operation. The detail of working and domestic life, interaction with colleagues, etc, provides an invaluable social history of a period now largely beyond living memory.

**OS107 Chartham Bus****Memoir of a Kent Independent****£9.95 £5.00**

In this book from the Omnibus Society, David Bubier explores the history of 'The Chartham Bus'. This independent bus operator ceased service in Kent in 1975 and at the time of its demise little was known of the origins of what was the last independent stage carriage service in East Kent Road Car Company territory. It has taken forty years of research and many contributors over the years to piece together the story of this bus company. David Bubier himself notes that because of all this, he has presented an 'unashamedly...rather personal account of an independent operator once known and fruits of what is now half a lifetime of research thereof'. With 30 black and white pictures and numerous maps and timetables included, this A5 book helps to enlighten the reader on the history of this independent bus company in Kent.

**OS119 'The Express' Express Omnibus Co. (Durham)
Ltd Durham District Services****£14.50 £5.00**

This collaboration by Bob Kell (co-author of Northern Coachbuilders) and David Holding covers the whole span from the formation of the family business in the 1920s through the effects of the 1930 Road Traffic Act then World War II, post-war Durham District Services Ltd, the United Automobile relationship, finally THC to NBC. Spelled out in detail, backed with good paragraphs, well printed including timetables and memorabilia, this specialist production is a must for anyone interested in how services in this part of North East development. The selection of vehicle makes involves is just one more fascinating aspect.

**OS120 Anthology 1985-2010-****Extracts from the First 25 Years of
Provincial Historical Research****£10.95 £5.00**

This publication by the Omnibus Society's Provincial Historical Research Group they celebrate twenty-five years of historical research. Using extracts from previous studies and 28 illustrations, this book attempts to show the reader the development of group from the very beginning in April 1985 when they produced their first ever newsletter up to their 142nd newsletter which was produced for January and February 2010.

**OS121 The Brutonian Story -****A Somerset Independent****£9.95 £5.00**

In this book from the Omnibus Society's Provincial Historical Research Group (PHRG), the author, Michael Wadman looks back at the Brutonian Bus Company. This independent bus company was situated in Bruton, in Somerset and is well known amongst enthusiasts for its very diverse fleet. The company ran an unusual mix of mainly buses and latterly coaches from 1972 until 1991.



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INDEPENDENT TRANSPORT VIDEOS**VI1767 Glasgow's Buses 2019****£18.00**

The Glasgow bus scene in 2019 is quite a colourful affair. The main operator, Firstbus, operating as First Glasgow, has introduced route branding across the city with brightly coloured fronts to indicate the routes the buses are operating on.



First Glasgow introduced a fleet of 75 new buses at the end of 2018. These ADL Enviro 400 MMC double-deckers are in the new 'simplified' First corporate livery featuring coloured fronts and are seen in this DVD programme. Stagecoach also operate a number of inter-urban services in the Glasgow region in their corporate livery as well as a number of 'route branded' services. The Scottish Citylink livery of blue and yellow is seen on coaches operated by Parks of Hamilton and other contractors. Also featured in this programme are a number of buses operated by local independents including McGill's, Stuarts and West Coast Motors (some branded as Glasgow Citybus). Our filming takes place at many locations across the city and depicts the current bus scene.

VI1766 Manchester Metrolink 5**£18.00**

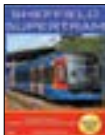
This is the fifth DVD programme featuring the Manchester Metrolink light rail system from Independent Transport Videos.



Manchester Metrolink opened in 1992 with a 19-mile route that ran from Bury to Altrincham via Manchester city centre using former railway lines inherited from British Rail. In view of this all stops were constructed to mainline railway platform height. Initially there was some 3km of street running from Victoria station to Piccadilly station, but this has now been extended as the system has developed. Major extensions to the network began in 2009 and by 2014 the trams also served Rochdale, Oldham, Ashton-under-Lyne, East Didsbury and Eccles. In late 2014 the trams reached Manchester Airport and in early 2015 the area of Victoria station used by the trams was completely remodelled. The fleet now consists of 120 Bombardier M5000 trams. All of the trams operate in a yellow and silver livery. The line featured in this programme is the line to Manchester Airport.

VI1765 Sheffield Supertram 2**£18.00**

Independent Transport Videos welcome you to this second programme featuring the Sheffield Supertram system. This time we major on the recently introduced Tram-Train route that runs from the Cathedral stop in Sheffield city centre to Rotherham Parkgate. On this route the Tram-Trains run along the existing tramway lines to the Tinsley-Meadowhall South stop and then join the National Rail line for their journey to Rotherham Parkgate, calling at Rotherham Central railway station. A fleet of seven German built Vossloh AG Citylink articulated sets are used. Known as TOPS Class 399, these Tram-Trains are painted in the Supertram blue livery and are numbered 399 201 to 399 207. Units 399 201– 399



204 are only able to run on the Network Rail line, whereas 399 205– 399 207 can be used anywhere on the tram system. The DVD tries to ensure you see the full picture of the Sheffield tramway. Locations featured: High Street, Castle Square, Fitzalan Square/Ponds Forge, Cathedral and Park Square.

VI1764 Recalling Badgerline Bath &**Weston-Super-Mare Then & Now****£18.00**

The Badgerline name first appeared on the side of buses in early 1985. It was as a result of the split of the large Bristol Omnibus Company emanating from the 1980 Transport Act. Badgerline operated its buses from depots at Bristol Marlborough Street, Bath, Weston-super-Mare, Wells, Highbridge and Chippenham. The subject of this DVD programme is to recall those buses running in Bath and Weston-super-Mare with the aid of some excellent archive video footage, shot in 1991, from the camera of Bristol Omnibus/ Bristol Commercial Vehicles aficionado-Martin Curtis, and a further short sequence taken in 1989 at Bath from the camera of transport photographer, Malcolm King. The Independent Transport Videos cameras have brought the programme up-to-date with sequences shot in both Bath and Weston-super-Mare during 2019.

**VI1763 West Midlands Buses Preserved 2-****Celebrating 50 Years of WMPTE****£18.00**

This is the 2nd programme featuring preserved buses that served the large West Midlands conurbation. The excellent Transport Museum at Wythall, near Birmingham in the West Midlands is home to a large collection of buses and coaches. Throughout the year they put on some excellent events, usually with a theme using their own and other preserved buses invited to participate. This DVD filmed in October 2019, features one such event – the celebration of 50 years since the formation of WMPTE. WMPTE brought together the Corporation bus fleets of Birmingham, Wolverhampton, Walsall and West Bromwich. Their individual liveries disappeared to one that featured a modified version of the Birmingham Corporation livery of blue and cream. It lasted from 1969 to 1986 and then became West Midlands Travel. Coventry Corporation had joined the combined fleet in 1974. To the present day the PTE and PTA continue to control the West Midlands, but the majority of the buses are operated by National Express West Midlands.

**VI1762 Swindon's Buses****£18.00**

Back in the mid-20th century bus services in and around the Wiltshire town of Swindon were operated by two bus companies, Swindon Corporation Transport and Bristol Omnibus. In 1974 a reorganisation of local government took place and Swindon Corporation Transport buses were renamed Thamesdown Transport. In September 1986 Thamesdown Transport became a limited company at 'arms length' from the borough council ready for



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Deregulation in 1986. In 2017 the company was acquired by Go South Coast and was rebranded as 'Swindon's Bus Company', the buses wearing a green and blue livery. Filming takes place during August 2018 and 2019. Locations in 2018 include Manchester Road, Corporation Street, Station Road, Fleming Way, Princes Street and the Bus Station. The 2019 visit to Swindon begins at the bus depot of 'Swindon's Bus Company'. Our cameras were invited by Go South Coast to film inside the workshops, parking area and around Swindon. We conclude with some archive video from Malcolm King's camera in the 1990s.

VI1761 Southampton's Buses

£18.00

Since our previous DVD programme featuring Southampton's buses – 'Southampton's Buses 1991-2015' you will see that many changes have occurred in the city affecting the contemporary bus scene. The main operators are still Go South Coast with their 'Bluestar' and 'unibus' operations and Firstbus with their 'City Red' branded buses for services within the Southampton area. It is proposed that Southampton will become a clean air zone, so the bus operators are preparing by updating their fleets. Bluestar have adapted one of their ADL Enviro200 single deckers, 2740 (HF65 CXN) with equipment fixed to its roof to absorb pollutants to help clean the air in the city. We begin this programme, not in Southampton, but in Birmingham at the NEC that was hosting 'Euro Bus Expo 2018'. This DVD was filmed throughout 2019. Filming takes place at over fourteen locations including Castle Way, Bargate Street, Vincents Walk, and High Street. There is plenty of action to enjoy as we see the buses running in service.



VI1760 Preston's Buses 2015-2019

£18.00

Back in 2004 Preston was celebrating their centenary of public transport. The Independent Transport Videos cameras visited the city to produce a DVD featuring the buses that were operating in Preston at that time. Since that programme was made a number of changes have taken place with the bus scene in the city. J Fishwick & Sons, the long established local independent operator ceased operating in October 2015. So, in 2019 Preston Bus is operated by Rotala and buses are in a striking dark blue, light green and white livery with a large 'PB' logo on the side. Being part of a big group, buses are often transferred between the companies, offering the bus enthusiast a good deal of interest and variety. This DVD programme was filmed during 2015, 2017, 2018 and 2019. A good number of locations are featured in and out of the city centre over the four years of filming.



VI1759 Celebrating 100 Years of Buses in Southampton

£18.00

2019 marks 100 years of continuous bus operation in the city of Southampton. The first route, No2, began operation on Thursday 31st July 1919. To celebrate this, 100 years later, on the evening of Wednesday 31st July 2019, the members of the Southampton & District Transport Heritage Trust (S&DTHT) marked the occasion with a re-creation of that route for members and friends using three former Southampton Corporation vehicles. These were Guy Arab III 64 (FTR 511), AEC Regent V 367 (BTR 367B) and Leyland Atlantean 133 (TTR 167H). As you can imagine the course of the route has changed over the intervening 100 years, but the best was done to re-create the original journey and a description of the history of the route written by member, John Ashbridge is included in this DVD case. The Independent Transport Videos cameras were invited to record the evening's activities for you to see.



VI1758 Kingsbridge Vintage Bus Running Day 2019 £18.00

This event by the Thames Valley & Great Western Omnibus Trust, often known as the 'Kingsbridge 7ft 6 Vintage Bus Running Day' is now in its 12th year. In previous years the event just featured buses and coaches built to that width due to the narrow lanes, but more recently larger vehicles have joined the ranks of superbly turned out buses and coaches that operate in and around the area of the pretty town of Kingsbridge in Devon on one Saturday in September. This is the second time the Independent Transport Videos cameras have attended the event to record the operation of over 40 preserved buses and coaches. It starts bright and early in the centre of Kingsbridge where we record the arrivals and departures of the buses and coaches at the small bus station. There are a wide variety of vehicle types and bus companies represented. There is plenty of filming in and around the bus station as well as some dramatic footage as the buses ascend and descend the hill on Ilbert Road.



VI1757 MTT Liverpool Buses Running Day 2019 £18.00

Independent Transport Videos welcome you to this, our 12th edition DVD of the Merseyside Transport Trust's (MTT) annual Liverpool Buses Running Day. This year was also very special in that the MTT reached its 20th year and that in 1969 the Merseyside PTE (MPTE) was formed, 50 years ago. Also celebrating its 50th birthday is the erstwhile National Bus Company (NBC), so some of the buses seen on this programme represent that bygone era of local transport. This year the event was centred on Mann Island at Liverpool Pier Head with services running to both north and south Liverpool, introducing areas not covered on previous running days. These included Netherton, Lower Lane, Speke, Penny Lane and for the first time buses ran through the Mersey Tunnel to Liscard and Wallasey. Our filming begins bright and early on a very sunny morning on Mann Island at Liverpool's iconic Pier Head to film the day ahead



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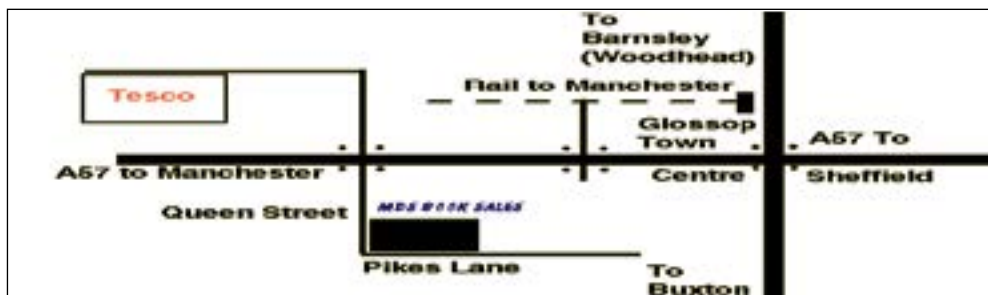
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