Silver Link 30 Years
1985 [SLP] 2015

BOOK CATALOGUE 2015

SLP The NOSTALGIA Collection
Early in 1985, the year in which Silver Link Publishing Ltd was founded, British Telecom announced that they would be phasing out the iconic red telephone boxes that had been first deployed in the 1920s. Thankfully the traditional phone box has not disappeared completely and remains a solid link with the past, while providing a valued service in the present. The very first Silver Link book rolled off the production line that year and was delivered to Carnforth in Cumbria – the original home of SLP. Over the past 30 years the pages of our books have provided a link with the past and we trust much enjoyment in the present.

To celebrate these 30 years of nostalgic publishing we are publishing three very special hardback Silk Editions, details of which appear in the following pages. We are also adding new titles to our popular Recollections series and the on-going Lost Stations series all in time for Christmas 2015.

Looking further ahead to 2016 and beyond we have further additions to the Past & Present, Beeching Legacy, Road Transport and Railway Recollections series in the pipeline plus more than a few additional surprises! Be sure to keep an eye on our website www.nostalgiacollection.com for updates; full details as ever will appear in our next new catalogue.

Please remember that, just like the old red phonebox, it is the nostalgic enthusiasm that keeps us going; so to one and all we once again say THANK YOU and look forward to you joining us for the next 30 years!
He was from the Cambrian Railways, which relied heavily on passenger traffic for its revenue. It was to this source that the company now looked for increasing returns, and the new Manager wasted no time in putting a number of fresh plans into practice, quickly realising the potential of the company’s territory from a tourism point of view and seeing clearly that too little attention had been paid to this source of potential revenue. He noticed that only four rail and coach tours were in operation in an area crying out for an integrated system to allow visitors to experience the stunning landscape. He immediately organised no fewer than 20, unashamedly aimed at the growing number of well-off Victorian ‘tourists’ with the time and the financial resources to ‘broaden their horizons’ by means of day-long excursions. To promote his venture, the company commissioned a series of colourful postcards showing the Lake District in all its glory and featuring the many places of interest that might be visited by patrons on the tours. To illustrate the tours, many of these are included.

In this book David Mather has returned to the Lake District and armed with the original Furness Tour Guides has explored how and in some cases if they can still be done today. The results are simply fascinating. So sit back and enjoy from the comfort of an armchair, or better still follow David’s example and visit the Lakes!

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**ECHOES OF STEAM AND VINTAGE VOLTAGE**

This is a vivid, contemporary account of the sights and sounds of the final years of steam on British Railways in the north-west of England, taken from the detailed diaries of journalist, photographer and sound recordist Cedric Greenwood. Living at first in GWR and Southern territory, his work as a newspaper reporter and feature writer took him to Cumbria, where he was able to witness steam in its last theatre of operation. He ‘communed with the locomotives’ by the trackside, on the footplate and from the train to record their sounds on freight and passenger trains, vestiges of a passing age. He also liked to capture the ghostly drone of vintage electric trains and tramcars in their twilight years.

He covered mainly the Settle-Carlisle and Lancaster-Carlisle lines and the Windermere branch, Britain’s last country branch line in steam. He sometimes arose at 4 o’clock in the morning in his quest for steam, and twice rode the footplate through the night before going to the office next morning.

The book also features Isle of Man railways and tramways in 1967, as well as NCB steam, pre-war electric trains in and around London, Manchester, Liverpool and Glasgow, tramcars at Blackpool, ex-LNER paddle steamers on the Humber and the Firth of Clyde and half-cab Guy and Bristol buses in Chester and Midlothian. The book ends on the Chicago, South Shore & South Bend Railroad, America’s last interurban system.

The author’s descriptive text and atmospheric photographs are strongly evocative of a lost era and the wider transport scene of the period.

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**24 October 2015**

**By Cedric Greenwood**

169x238mm 128pp c115 ill

ISBN + 4525 Hardback £25.00

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**24 October 2015**

**By David Mather**

169x238mm 176pp c275 ill

ISBN + 4419 Hardback £30.00
STEAMY NIGHTS

The plethora of railway closures in the 1950s and 1960s, particularly those that followed Dr Beeching’s ‘Reshaping of British Railways’ report in 1963, stirred railway enthusiasts into action the length and breadth of the country. Nationwide, small groups of like-minded individuals emerged to work tirelessly to take over loss-making lines with a continuing to run them as tourist attractions. Now, 60 years later, there are more than 200 railway preservation centres in Britain, including more than 100 working railways where volunteers have professionally restored or rebuilt a railway infrastructure on which they run steam-hauled trains that continue to provide that powerful and enduring image.

It is generally accepted that it is the sight and sound of a steam locomotive in motion that captures the imagination of most people, and this of course is the main attraction for families wanting a day out. However, the preservation movement has not limited itself to this, also catering for the broader specialist interests of enthusiasts, including groups devoted to the restoration of vintage passenger and freight rolling stock, for example. In addition, the important role played by railways in everyday life, the heyday of industrial Britain and in wartime has not been forgotten. All in all, what have emerged across the country are life-size time capsules that recreate the atmosphere and character of the working railway in the days of steam.

For this new book Mike Heath has, from his own catalogue and that of his son Karl, compiled a collection of stunning night-time steam railway photographs to create an album that reflects the broad spectrum of steam railway preservation. Within its pages are more than 180 stunning images taken at 25 different preservation railway sites that, with 21st-century backgrounds and features hidden in the darkness, really bring to life these nostalgic scenes.

Published title  |  By Mike Heath
---|---
169x238mm | 128pp | £25.00
ISBN + 4584 | Hardback | £25.00

SEVERN VALLEY RAILWAY JOURNEY

The first Silver Link Silk Edition volume Severn Valley Railway Journey by David C. Williams, was launched appropriately at the Severn Valley Railway 2014 Spring Gala.

The original Severn Valley Railway was 40 miles long and linked Hellebry in Worcestershire with the county town of Shrewsbury, via Bewdley and Bridgnorth in the picturesque Severn valley. It was part of the national railway network, and served the local community for 101 years, its trains carrying passengers, goods, produce and coal. With the rapid growth of road transport in the mid-twentieth century, much of this traffic disappeared, and unsurprisingly the line was closed as a through route by British Railways in 1963. But that was not the end of the story.

The enthusiasm of an expanding group of preservationists saw nearly half of the route – 16 miles – bought by the second Severn Valley Railway, in three stages between 1970 and 1984. The route was successively reopened for steam-hauled passenger services south from Bridgnorth to Hampton Loade, then to Bewdley and finally to Kidderminster. This album records some of the results of this success, seen on a northbound journey over the line through the lenses of some of its finest photographers. We hope you enjoy it!

Published title  |  By David C. Williams
---|---
169x238mm | 128pp | £20.00
ISBN + 4365 | Hardback | £20.00
STONE BY RAIL

This review describes the rail-connected quarries of the UK-based Aggregates Industries group, trading as Bardon Aggregates, a company that started from small beginnings in Leicestershire to become the country’s largest rail-operated stone extractive company, with four ‘super-sized’ quarries, each operating privately owned mineral railways. The author explains how these and several other acquired quarries, which formerly used railway transport, came to make up the massive organisation that is today’s Aggregate Industries Ltd.

The histories of the various quarries are described, including the development of their internal railways and connections with the main-line network, their railway operations, and their locomotives and rolling stock, from steam to diesel, and from the colourful private owner wagon era to the huge block trains of today. The text is supported by maps and plans, as well as many archive and present-day photographs, and paintings specially executed by the author.

The quarry operations concerned are: Bardon Hill Croft Pitts Cleave, Hay Tor and Forder Stoneycombe Westleigh Meldon Dulcote, Torr and Mendip Rail Ltd

Published title: By Ian Peaty

238 x 172mm  160pp  c285 ill
ISBN + 4228  Hardback  £25.00

THE RAILWAYS OF YORK

A pictorial celebration

The City of York has been a magnet for railways, and consequently railway enthusiasts, from the earliest days. It became an important railway hub in the 1830s and achieved prosperity and notoriety from the ambitions of ‘Railway King’ George Hudson. Eventually an important staging point on what became the Anglo-Scottish East Coast Main Line, many of the country’s most famous express trains passed beneath G. T. Andrews’s magnificent curved train shed, notably of course the ‘Flying Scotsman’. In more recent times it has become home to the acclaimed National Railway Museum, which means that steam locomotives can still be seen regularly here mingling with the sleek 21st-century electrics.

David Mather’s book is a celebration of York’s role in our railway history, examining the development of passenger and freight motive power from steam to diesel and electric, the evolution of permanent way maintenance, and the ever-burgeoning heritage railway industry. It includes descriptions of the many regular and one-off steam specials centred on or passing through the city, culminating in the astonishingly successful ‘Mallard 75’ and ‘The Great Gathering’ NRM events of 2013-14.

Contents:
Steam Days
After the Age of Steam
Railway Infrastructure – heritage or burden?
Maintaining the Permanent Way
Traction
The ‘Golden Age’ of Diesels
The Early Diesel Freight Locomotives
The Purpose Built Heavy Freight
Diesel Locomotives
Electrics to Scotland
Yet Steam Lives On . . .
York on Show at the National Railway Museum
Steam Still Special
2013, the year of the A4s Reunion for ‘Mallard 75’
Bibliography

Published title: By David Mather

238 x 172mm  128pp  c400 ill
ISBN + 4402  Hardcover  £25.00
**BRITAIN’S 15-INCH-GAUGE RAILWAYS**
From Duffield Bank to Perrygrove

This book covers the different types and applications of 15-inch-gauge railways from the Duffield Bank Railway of the 1870s (and its antecedents) to the modern pleasure park lines and sites.

One of the unique features of the 15" gauge lines is the remarkable range of historic locomotives and rolling stock that have either survived in use or been recreated in replica; and whereas most books rely on historic black & white illustrations, this book shows that the 15-inch-gauge story can be illustrated almost entirely from contemporary colour photographs. David Jones has made contact with a number of enthusiasts, some associated with the Miniature Railway Museum Trust, who have been willing to contribute illustrations.

The book is arranged in two main parts – text and gazetteer.

**Text**
- History of the 15" gauge - two chapters, dividing at 1945
- Locomotives
- Rolling Stock
- Infrastructure (stations and track)
- Bibliography

**Gazetteer**
A brief account of each of the approximately 38, 15-inch-gauge lines operating at the present day, with locations, contact details, opening times and access, and background information expanding that covered in the main text. The book sets out to achieve a fine balance between holding the interest of the ‘general railway enthusiast’ who might buy the book, e.g. while visiting a preserved railway bookshop, and including the historic detail researched by specialists.

The 15-inch-gauge railways, throughout their existence, have attracted colourful and eccentric personalities and David has included something of the background character of the builders, engineers and operators to give the story 'life' and human interest.

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**GREAT BRITAIN’S HERITAGE RAILWAYS**
The rise of the railway preservation movement

David Mather has written a delightful easy-reading volume recounting the story of the rise of Britain’s standard gauge heritage railway scene from its early beginnings in the 1960s through to the present day.

In the first section of the book David tells the story from his own personal perspective drawing on recollections of the lines he visited and the many trips he took over the years in pursuit of steam. He records the use of heritage steam locomotives on the main line and at events.

In the second section David illustrates the growth of the movement through a selection of preserved lines’ ‘biographies’. There are two alternative editions to choose from...

**Hardback limited editions**

**THE WEST SOMERSET RAILWAY EDITION** (Includes the WSR Souvenir Guide by John Simms)

Just 500 copies of this special edition have been produced, including the WSR Guide Book

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**THE SEVERN VALLEY RAILWAY EDITION** (Includes the SVR Souvenir Guide by David C. Williams)

Just 500 copies of this special edition have been produced, including the SVR Guide Book

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RAILS THROUGH THE FOREST

With a wealth of images coming to light following publication of the first volume, Rails to the Forest, this second volume has been increased in extent to 160 pages.

The content of Volume 2 is once again mostly confined to the post-WW2 era, i.e. from 1945, and comprises the S&W ‘main line’ north of Norchard to Cinderford, plus the Mineral Loop and all branches including those to Coleford and Lydbrook. A good selection of b&w photographs illustrates not only regular scheduled S&W line operations, but also visiting railtour charters, BR excursions from Parkend, operations at all the collieries and quarries, plus lifting of the Lydbrook and Cinderford lines, and some key events from the preservation era.

The increased content of the book has entailed an additional amount and depth of research, such that this volume has become long awaited and indeed much sought after!

Rob Rowland has once again provided the painting for the cover, which depicts an ex-GWR diesel railcar, now in BR ‘Blood and Custard’ livery, crossing the Lydbrook viaduct forming what proved to be the last passenger train to work over this section of the S&WR in June 1951.

RAILS TO THE FOREST

May/June 2016

2nd Edition

238 x 172mm 160pp c200 ill

ISBN + 4099 Softcover £18.00

STEEPED IN STEAM

Those readers who enjoyed Elgar Dickinson’s earlier autobiographical books for Silver Link, A Friend in Steam and Steam: The Mystic Harmony, will be delighted to learn that he has put pen to paper once more to produce this varied ‘hotchpotch’ of memories, gathered together from a lifelong love of railways.

He recalls the railway scene of the 1940s and 1950s, calmer, simpler times when train journeys revealed a network still rooted in the past, and when a cycle ride into the Midlands countryside, not yet clogged with motorways and roaring traffic, was the prelude to a few magical hours at the lineside. He was often accompanied by his great friend and fellow enthusiast Fred Kirk, and, fortified by tea and cheese and Marmite sandwiches, he would sit back and watch the passing pageant of the steam age, as well as committing it to film, to be savoured once more all these many years later.

The book has no restrictive structure. The reminiscences, like memory itself, are presented in random order, as are the accompanying 100 or so photographs.

Stock Titles

50 Famous Railwaymen


A History of the Railways of Northamptonshire

ISBN + 2811 Softcover £18.99

Railways of Blackpool & the Fylde Vol 1

ISBN + 1241 Softcover £17.99

Railways of Blackpool & the Fylde Vol 2

ISBN + 3153 Softcover £17.99

Dean Forest Footplate Memories


More Memories of a Dean Forest Railwayman

The Fall & Rise of British Railways Steam
ISBN + 3306 Hardback £30.00

Rail Around Central Birmingham
ISBN + 2989 Softcover £17.99

British Railways Steam: The Final Years 1965-68
ISBN + 3207 Hardback £30.00

Didcot Steam Apprentice
ISBN + 3108 Softcover £17.99

Dining at Speed

Footplate & Signals
ISBN + 3191 Softcover £17.99

Frank Hornby’s Railway Diary 1952-59
ISBN + 3320 Softcover £17.99

Horton’s Guide to Britain’s Railways in Feature Films 2nd Edition
ISBN + 3344 Softcover £17.99

The Life and Times of the Station Master
ISBN + 2828 Softcover £18.99

The Memory Lingers On
ISBN + 3405 Hardback £30.00

Steaming Through Three Counties
ISBN + 3504 Hardback £25.00

Riding The Settle & Carlisle
ISBN + 3849 Softcover £17.99

Saltley Firing Days (Combined Volume)

Steam Tracked Back

Rail Around The Black Country & South Staffordshire
ISBN + 3221 Softcover £17.99

The Bridge is Down!

The 22E Society: Locospotters Memories & Photographs 1947-1957

Cheese Butties and the 12.39 to Wigan

The Schoolboy and the Signalman
ISBN + 3139 Softcover £17.99
**RUNNING OUT OF STEAM**

This series started as a tribute to the Ian Allan Combined Volumes so much revered by the trainspotters of the 1950s, 1960s, 1970s and beyond.

Running Out of Steam, the first in the series, sold out within a few months of publication and the follow-up volumes The Glory and The Steam and School Days and Steam Days, are selling fast with readers asking for more!

So, bearing in mind that every gricer's story is as different as the areas, locosheds and stations visited back in the days of steam, there is no shortage of potential material!

These pocket-sized volumes are already proving a big hit and we are developing further projects for the future.

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**New title**

**‘JUBILEES’ and ‘JUBBLYS’**

A trainspotter’s story 1959-64 Part 2

The second part of Stewart’s fascinating story of those wonderful days of ‘steam in the wild’ is sure to delight the growing number of readers collecting this highly popular series. If you want to ‘cop’ a copy of this fifth volume in the series we suggest you grab one while you can just like those elusive numbers all those years ago!

From the Author’s Preface:

‘First, an apology to anyone of a technical disposition who may be interested in railways: thanks for looking, but sadly this book is not for you. However, if you are a trainspotter who enjoyed collecting numbers, especially in those wonderful days of steam, then welcome aboard for a journey through its pages, during which I hope you will be reminded of some of the joys of the hobby we shared.

So, yes, despite the stigma associated with the hobby, I’m proud to admit that I’m a trainspotter, and this is a book recording those observations I made around 50 years ago chasing steam. If any mistakes are discovered please accept my apologies; put them down to all that dashing around those dimly lit engine sheds scribbling down loco numbers as fast as you could, especially when, dare I say, you were there sometimes without permission.

Regarding the ‘numbers’ they all come from some very tatty old record books I’ve managed to save through the years, despite house moves and the occasional clear-outs that always make you feel better when you cast the past away. Thank goodness I didn’t, and after so many years I’m still able to glance through their pages, helping to transport me back in time, becoming 13 years old again about to underline my cops in the Ian Allan abc after a Sunday shed bash.

In writing my book one of the things I’ve enjoyed has been the lively discussions with my old trainspotting friends. Their accounts as to what happened on our days out, especially from my lifelong friend ‘Big Stu’, have been invaluable, together with the information and pictures supplied by Tony Moore, who I bumped into at a local watering hole, having not seen him for 50 years!’

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**Published title**

**By Barry Allen**

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<td>ISBN + 3955</td>
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**By John Gilroy**

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<td>ISBN + 3931</td>
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In March 1963 Dr. Richard Beeching’s report ‘The Reshaping of British Railways’ was published. The ‘Beeching Axe’ as it became known proposed a massive closure programme. He recommended the closure of one third of Britain's railway network, mainly rural branches and cross country lines, and 2,128 stations on lines that were to be kept open. The following year his second report ‘The Development of the Major Railway Trunk Routes’ was even more scathing. The report was rejected by the government and Dr Beeching resigned in 1965. The closure programme that he started in the early 1960s continued unabated until it was brought to a halt in the early 1970s; but by that time the damage had been done. In 1955 the British railway system had 20,000 miles of track and 6,000 stations. By 1975 this had shrunk to 12,000 miles of track and 2,000 stations.

These books are intended to act as a companion to the Disused Stations website. They follow roughly the same format but as books they should appeal to those who want to have something tangible to put on their bookshelf.

The stations have been carefully selected for inclusion in the books. They are representative of the area’s disused stations and are of varying sizes and styles. The stations are placed in order of the year of opening, in order to show how the network developed, expanded and eventually contracted.

**Lost Stations of Yorkshire**

The fourth and fifth titles in the series cover Yorkshire and have once again been compiled by Alan Young, a major contributor to the website.

Stations to be covered across the two Yorkshire parts will include:

- Addingham
- Apperley Bridge & Rawdon
- Arksey
- Arthington
- Aysgarth
- Barnsley (Court House)
- Bowes
- Cargo Fleet
- Castle Howard
- Clayton West
- Delph
- Earby
- Edlington for Bally (Doncaster)
- Eryholme
- Filey Holiday
- Camp
- Flamborough
- Halifax (St Paul’s)
- Kettleness
- Kipling Cotes
- Ledston
- Loftthouse-in-Nidderdale
- Rillington
- Rye Hill & Burstwick
- Shipley & Windhill
- South Cave
- Springhead Halt
- Stepney
- Sykehouse
- Tadcaster
- Thorganby
- Thorp Arch (for Boston Spa)
- Tickhill & Wadworth
- Toller
- Wadsley Bridge

**Published titles**

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<td>All Softcover</td>
<td>c240 ill</td>
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In 2005 Nick Catford, a member of Subterranea Britannica, started the Disused Stations website with the aim of creating a definitive database of the UK’s closed stations. The work to complete the database is ongoing and will take many years. To date there are over 2000 stations on the site and it is visited by thousands of people every week.
The year 1963 will always be remembered as the one when the Sixties really started to swing. The Beatles and Rolling Stones were topping the charts while the mini-skirt and the Mini car had become the latest fashion accessories. For those with an interest in railways however, 1963 was memorable for the publication by Her Majesty’s Stationery Office of Part 1 of the report ‘The Reshaping of British Railways’ by Dr Richard Beeching, then chairman of the British Railways Board. The term ‘reshaping’ was somewhat of a euphemism as the report envisaged a radical reduction in the national rail network. Hundreds of stations were to be closed to both freight and passenger traffic, along with thousands of miles of track, while several thousand staff would be made redundant.

These books are intended as a record of how the proposals
affecting passenger services in the area were ruthlessly implemented over a ten-year period. Since then, despite the introduction of modern high-speed rolling stock and much track rationalisation, the extent of our rail network has remained basically the same therefore still very much Dr Beeching’s legacy. In addition he bequeathed to the nation a linear network of derelict land which could be put to other purposes, including that of heritage railway.

**THE BEECHING LEGACY**

**South and South East England**
The area covered by this book includes sections of the counties of Kent, Surrey, Hampshire, Sussex and Berkshire.

**JOY 2016**
By Philip Horton
238 x 172mm 128pp c140 ill
ISBN + 4334 Softcover £20.00

**THE BEECHING LEGACY**

**South & Central Wales and The Marches**
The area covered by this book is South and Central Wales including the Welsh Valleys West Wales and the Marches.

**THE BEECHING LEGACY**

**Wessex**
The area covered by this book include sections of the counties of Avon, Somerset, Wiltshire, Hampshire, Dorset and Gloucestershire.

**THE BEECHING LEGACY**

**The West Country**
This first book in the series provides a record of lines and services in the West Country. The area covered includes the counties of Devon and Cornwall along with parts of West Somerset and Dorset.

**Published title**
By Philip Horton
238 x 172mm 128pp c130 ill

**THE BEECHING LEGACY**

**The Cambrian Lines, North Wales & Wirral**
This volume covers former Cambrian Railways lines and those in North Wales and the Wirral, listing and describing all the lines that closed.

**Sold out**
By Philip Horton
238 x 172mm 128pp c135 ill
ISBN + 4341 Softcover £20.00
The aim of this series is to appeal to readers of all ages, perhaps for different reasons...

For the younger reader there are wonderful pictures of trains – real trains. There are tank engines, steam engines, electric trains and multiple units and many more varieties besides! Some will be recognised from train sets, model railways and books, while others will be seen for the first time.

For the older reader the books are designed to build into a collection placing the railway in the context of key events thus providing an historical perspective of travel in times past. For those old enough to remember the years depicted, the series will, we hope, provide reminders for many of school days, time perhaps spent train-spotting, shed bashing and generally gricing!

The books make ideal theme gifts for the year of birth, marriage, retirement, starting work and other such events in life. Many volumes in the series include happenings away from the railway in the particular year, including political events, sporting events, the hit records of the year and arrivals and departures.
Railways & Recollections: Vol 17: West Somerset Railway
ISBN + 3603 Softcover £5.99

Railways & Recollections: Vol 18: Great Central Railway
ISBN + 3641 Softcover £5.99

Railways & Recollections: Vol 24: Severn Valley Railway: The Big Flood
ISBN + 3924 Softcover £4.99

Railways & Recollections: Vol 39: Gotherington Station
ISBN + 4211 Softcover £6.00

Below: Pickering: No 29 breaks the banner at Pickering station celebrating 40 years since reopening on 1 May 2013
John Hunt

In this volume we travel back to the year 1970...
• Thames Barrier announced
• Nuclear Non-Proliferation Treaty
• New English Bible published
• Edward Heath becomes PM

In this volume we travel back to the year 1974...
• New Year’s Day becomes a public holiday
• Terracotta Army discovered
• West Germany win the World Cup
• Gerald Ford becomes US President
• Rubik’s Cube invented

In this volume we travel back to the year 1980...
• Zimbabwe gains Independence
• Siege at the Iranian Embassy
• Morris Ital launched
• Sixpence withdrawn
• Major fire at Alexandra Palace
• ‘The lady’s not for turning’ speech
• Michael Foot elected Labour Leader
• John Lennon shot in New York

Below: Pickering: No 29 breaks the banner at Pickering station celebrating 40 years since reopening on 1 May 2013
John Hunt
In this volume we travel back to the year 1976...
- The Cod Wars
- The NEC is opened by The Queen
- Hillman Imp production ends
- Seychelles gain Independence from UK
- Southend Pier fire • Big Ben takes a rest!
- James Hunt — World Champion

**Railways & Recollections: Vol 44: 1976**

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In this volume we travel back to the year 1983...
- CD Launched in UK
- Austin Metro ‘best seller’
- £1 coin introduced
- Margaret Thatcher gains landslide re-election
- Cruise Missiles arrive in UK
- House of Lords votes to allow TV coverage of its sessions

**Railways & Recollections: Vol 43: 1983**

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In this volume: we travel back to the year 1978...
- Prince Andrew joins the Royal Navy
- Dominica gains independents
- Lib-Lab pact ends
- Sleeper train fire at Taunton
- State Earnings Related Pensions introduced
- Red Rum wins the Grand National

**Railways & Recollections: Vol 37: 1978**

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<th>June 2014</th>
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Railways & Recollections: Vol 10: 1963
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Railways & Recollections: Vol 13: 1967
ISBN + 3368 Softcover £4.99

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ISBN + 2750 Softcover O/P

Railways & Recollections: Vol 11: 1975
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Railways & Recollections: Vol 26: 1965
ISBN + 3764 Softcover O/P

Railways & Recollections: Vol 36: 1974
ISBN + 4037 Softcover £6.00

Railways & Recollections: Vol 20: 1966
ISBN + 3733 Softcover £4.99

Railways & Recollections: Vol 35: 1970
ISBN + 4020 Softcover £5.00

Reprint under consideration

SOLD OUT
### Road Transport Recollections

#### New Titles

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### New Road Transport Title

**RUGBY PORTLAND CEMENT TRANSPORT**

This delightful book has been over 20 years in the writing and draws on the archive images of both the company and as importantly a private collection of over 40 albums collected over the years from the drivers and workers at the Rugby Portland group sites up and down the country.

Although the emphasis is very much on the transport side of the business, with wonderful illustrations of vehicles at rest and at work, this is also very much a social history.

Glen McBirnie spent a total of 22½ years as a driver with RPC Transport and a further 17 years driving for ASDA Supermarkets. He therefore brings a wealth of knowledge to the detailed captions that accompany the more than 300 colour and black and white images within the 304 large-format pages.

**May 2015**

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Henry Conn’s interest in British buses, trams and trolleybuses began in the late 1950s in his native Aberdeen. Since then, armed with a variety of cameras and notebooks, he has travelled the length and breadth of the country photographing and recording the public transport scene.

This series captures the vehicles of municipal and independent operators in their working environments from the early 1950s to the mid-1970s. Many show the vehicles in pre-National Bus Company and Passenger Transport Executive liveries. A brief history of each company is followed by carefully selected photographs, the majority in colour and never before published, with informative captions describing not only the bus or trolleybus, but also other nostalgic details of the general street scene.

While enthusiasts will delight in the vehicles, these books are of interest to the wider public who simply remember those halcyon days of the ‘50s through to the mid-‘70s when you invariably could tell where in the country you were by the colour of the buses! The fashions and advertising coupled with the long-lost cars of the period all make for a real trip down memory lane.

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- Pages: 128pp
- Softcover: £17.99
- ISBN: + 342 9

### Part 3: The South West
- Size: 238 x 172mm
- Pages: 128pp
- Softcover: £17.99
- ISBN: + 368 9

### Part 4: Yorkshire & Durham
- Size: 238 x 172mm
- Pages: 128pp
- Softcover: £17.99
- ISBN: + 359 7

### Part 5: South West & North Yorkshire
- Size: 238 x 172mm
- Pages: 128pp
- Softcover: £17.99
- ISBN: + 385 6

### Part 6: London Area & The South East Coast
- Size: 238 x 172mm
- Pages: 128pp
- Softcover: £17.99
- ISBN: + 387 0

### Part 7: South & East Anglia
- Size: 238 x 172mm
- Pages: 128pp
- Softcover: £17.99
- ISBN: + 388 7

### Part 8: North Wales to Merseyside, including IOM
- Size: 238 x 172mm
- Pages: 128pp
- Softcover: £18.00
- ISBN: + 394 8

### Part 9: Greater Manchester, Lancashire & Cumbria
- Size: 238 x 172mm
- Pages: 128pp
- Softcover: £18.00
- ISBN: + 397 9

### Part 1: Aberdeen, Dundee & Edinburgh
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### Part 2: Glasgow, Belfast & Dublin
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### Part 3: Scottish Main & Independent Operators
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### Part 4: Yorkshire & Durham
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- Pages: 128pp
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### Part 5: South West & North Yorkshire
- Size: 238 x 172mm
- Pages: 128pp
- Softcover: £18.00
- ISBN: + 426 9

### Scotland & Ireland – Road Transport Stock Titles

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- ISBN: + 420 4

### Part 3: Scottish Main & Independent Operators
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- Softcover: £18.00
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### Part 5: South West & North Yorkshire
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### Part 6: London Area & The South East Coast
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- ISBN: + 387 0

### Part 7: South & East Anglia
- Size: 238 x 172mm
- Pages: 128pp
- Softcover: £18.00
- ISBN: + 388 7

### Part 8: North Wales to Merseyside, including IOM
- Size: 238 x 172mm
- Pages: 128pp
- Softcover: £18.00
- ISBN: + 394 8

### Part 9: Greater Manchester, Lancashire & Cumbria
- Size: 238 x 172mm
- Pages: 128pp
- Softcover: £18.00
- ISBN: + 397 9
This much-acclaimed series started with volume No 1 Cumbria way back in 1985 with the original intention of completing the tour of the country in around 30 volumes! Such has been the enthusiasm and desire for more from our faithful readers over the ensuing years as we approach 2016 that there are 68 volumes published to date and further volumes in preparation. Now covering most areas of England, Scotland and Wales, this on-going series of books juxtaposes photographs of the same railway locations separated in time, by a few years or maybe a century or more. Fascinating!

This will be the 5th volume in the series to visit the county of Devon. The previous volumes in the series are:

No 8 Devon
No 52 East Devon
No 53 North and West Devon
No 67 Plymouth & South West Devon

This volume completes our tour of this county, at least for the time being! The route from Exeter to Paignton and Dartmouth is well known to generations of holidaymakers and in particular the stretch along the coast through Dawlish. However, there is much more to discover in this volume, featuring branch lines and stations long since closed. The motive power and rolling stock have also seen dramatic changes over the years, as have the fashions and railway infrastructure. Once again a volume to enjoy!

Tamerton Folliot past and present

This is the 4th volume in the series to visit the county of Devon. Such has been the popularity of both Devon and the series as a whole we can be sure of a ready and waiting audience for this volume looking at the major railway centre of Plymouth and its environs.

Plymouth has a fascinating railway history having in the past been served by two main line routes to London, several stations and extensive freight yards.

Even today the railway is an important part of the transport infrastructure - one of the London lines and several branch lines may have closed but there is still much to see both as the working railway and the traces of past lines.

David Mitchell has come up with a wonderful mix of past images with which to contrast the present...

Enjoy!

British Railways Past & Present Lead Titles

August 2013

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ISBN + 2710 Softcover £18.00

British Railways Past & Present Stock Titles

No 66 covers all the lines within and passing through the North and East of the County of Northamptonshire:

* LNWR Blisworth Peterborough (Nene Valley) line through Northampton Bridge Street to Elton
* LNWR Seaton-Peterborough line at King’s Cliffe and Nassington
* Midland Main Line from Irchester through Wellingborough and Kettering to Desborough
* MR branch to Northampton St John’s Street
* MR Rushden and Higham Ferrers branch
* MR Kettering-Harringworth line via Corby
* MR Kettering-St Ives branch as far as Raunds

March 2014

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ISBN + 2741 Softcover £18.00

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ISBN + 2857 Softcover £20.00
Volume 65 covers all the lines within and passing through the South and West of the County of Northamptonshire:
- Great Western Railway at Aynho and Kings Sutton
- Great Central Railway from Brackley to Charwelton via Woodford Halse
- LNWR Banbury branch through Brackley
- The Stratford-upon-Avon & Midland Junction cross-country route from Byfield to Ravenstone Wood Junction
- West Coast Main Line from Roade to Kilsby Tunnel, and the Daventry branch
- Northampton loop from Roade to Kilsby & Crick
- LNWR Northampton-Market Harborough line
- LNWR Rugby-Market Harborough line at Yelvertoft & Stanford Park

Out of print volume check list:
- No 1: Cumbria
- No 2: South & West Yorkshire
- No 3: The North West
- No 4: The North East
- No 5: The West Midlands
- No 6: Cheshire & North Wales
- No 7: NE, E & SE London
- No 11: North Yorkshire (Part 1)
- No 12: East Anglia
### BRITISH RAILWAYS PAST & PRESENT

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ISBN + 1621 Softcover £15.99

#### No 38: West Wales

ISBN + 1751 Softcover £15.99

#### No 39: Liverpool and Wirral


#### No 40: Cheshire

ISBN + 2321 Softcover £15.99

#### No 41: Manchester & South Lancashire


#### No 42: Essex & East Hertfordshire

ISBN + 2376 Softcover £17.99

#### No 43: West, East & North Lancashire

ISBN + 2376 Softcover £17.99

#### No 44: Dorset Part 2

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#### No 46: Kent

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#### No 48: Yorkshire West Riding Part 1

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#### No 49: Yorkshire West Riding Part 2

ISBN + 2413 Softcover £17.99

#### No 50: North Staffordshire

ISBN + 2048 Softcover £16.99

#### No 51: Isle of Wight


#### No 52: East Devon

ISBN + 2116 Softcover £17.99

#### No 53: North & West Devon

ISBN + 2116 Softcover £17.99

#### No 54: East Cornwall

ISBN + 2451 Softcover £17.99

#### No 55: Oxfordshire Part 2

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#### No 56: Derbyshire

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#### No 57: Nottinghamshire

ISBN + 2529 Softcover £17.99

#### No 58: North Gloucestershire

ISBN + 2529 Softcover £17.99

### Out of print volume check list continued:

- No 17: Cornwall
- No 18: Surrey & West Sussex
- No 21: Berkshire & Hampshire
- No 22: Wiltshire
- No 23: Nottinghamshire & Derbyshire
- No 24: Bucks, Beds & W Hertfordshire
- No 25: East Yorkshire
- No 27: Lincolnshire
- No 28: South Wales (Part 2)
- No 34: Warwickshire
- No 45: Sussex
- No 46: Kent
- No 51: Isle of Wight
- No 54: East Cornwall
- No 57: Nottinghamshire
- No 58: North Gloucestershire
PAST & PRESENT COMPANIONS

The books in this acclaimed series fall into two categories. The first concentrate on preserved and tourist lines, not only providing revealing ‘past and present’ views of the development of our heritage railways, but also taking a detailed look at the whole routes of which many of them were once part. The second category looks at selected routes on the ever-changing and developing present-day network contrasting the past with the present. The ideal travelling companion to have with you next time you take a ride!

THE NORTH YORKSHIRE MOORS RAILWAY PAST AND PRESENT

The railway from Grosmont to Rillington Junction, serving a largely remote rural area of the North York Moors, closed in 1965, one of the many victims of the infamous Beeching Report, leaving the line from Middlesbrough as Whitby’s only rail link. The closure led to widespread concerns in the area, and thoughts turned to the possibility of reopening the line under private ownership. A meeting in 1967 led to the setting up of the North Yorkshire Moors Railway Preservation Society (NYMRPS); the following year volunteers were allowed access to what remained of the line, and the first motive power and rolling stock arrived.

In 1972 the NYMRPS evolved into the North Yorkshire Moors Historical Railway Trust, and a Light Railway Order was obtained, allowing the establishment of public services. The line was formally reopened by the Duchess of Kent on 1 May 1973, and eventually trains were running once more throughout from Grosmont to Pickering. In 2007 it at last became possible to run steam trains into Whitby, and the second platform for NYMR use was rebuilt in 2014.

It is now 50 years since the line closed, and the enormous achievements by the railway’s staff and volunteers, from those first small steps right up to the present day, can be clearly seen by anyone who enjoys a ride along this wonderfully scenic 24-mile route from Whitby to Pickering. Could those early preservationists back in 1967 have possibly imagined that their project would evolve into a £5 million business?

Reprint due March 2016

By John Hunt

238 x 172mm 128pp c250 Col/bw
ISBN + 2901 Softcover £20.00
THE GOLDEN VALLEY LINE PAST AND PRESENT

The ‘Golden Valley Line’ is so called due to the descent from the summit of the line at Sapperton Tunnel to Gloucester being cut through a yellow/golden limestone ridge – between Swindon, on the Great Western main line and Standish Junction, on the Birmingham-Bristol main line.

Opened from Gloucester Junction, immediately to the west of Swindon, to Cirencester on 31 May 1841, under the auspices of the Cheltenham & Great Western Union Railway Act of 1936, the extension to Gloucester, via Kemble (though without a station there initially) was completed on 12 May 1845. Laid to Brunel’s 7ft 0¼ ins gauge, the line was bought by the Great Western Railway and grandly called the ‘South Wales Main Line’. It was converted to standard gauge on 26 May 1872. What had now become the Cirencester branch from Kemble closed to passengers from 6 April 1964 and freight on 4 October the following year.

A branch from Kemble to Tetbury was opened on 2 December 1889 – originally planned to extend to Nailsworth – and closed to passengers from the same date as the route to Cirencester, with freight going earlier this time, on 5 August 1963. The route has seen a wide variety of services, from ‘main line’ trains to London to the much more humble Railmotor services that ran for many years between Gloucester/Stonehouse and Chalford/Kemble. The latter ended on 2 November 1964, leaving the services to run Swindon-Gloucester as locals, with occasional through trains from/to London. In steam days it was home to the world famous ‘Cheltenham Spa Express’, giving the fastest journey to London. The 12-mile section from Swindon to Kemble was singled by BR to save costs but this meant restrictions on traffic, with many services being negatively affected and preventing growth of patronage.

To ease this situation and to prepare for the forthcoming electrification of the Great Western mainline, when a diversion will be required around the Severn Tunnel, the route was re-doubled by Network Rail over the period 2013/4. This volume, extending the compass to Gloucester, looks at both the old days, with comparisons with the present-day scene, and also features the doubling work, in conjunction with Network Rail. Men and machines at work give a variety of illustrations and the whole is a fascinating exposition of the transformation of this once sleepy by-way.

THE GREAT CENTRAL RAILWAY PAST AND PRESENT

The ending of services on the through route in 1966 led to preservationists becoming interested, and through the 1970s and beyond the sections from Raudington to Loughborough and Loughborough to Leicester North (ex-Belgrave & Birstall) have been reopened and developed, to create the only main-line double-track preserved railway in the UK. There are plans to close the gap between the two ends at Loughborough. This volume looks at the past views between Nottingham (Victoria) and Rugby (Central) stations, with many present-day scenes to contrast and compare, and closes with a section looking at some of the scenes that have accompanied the progress by the restorationists over the past 40 years.

THE FFESTINIOG RAILWAY PAST AND PRESENT

As has been asserted on several occasions, the Ffestiniog has always been at the forefront of forward thinking and innovation and this has continued through to the present day. 2013 sees the celebration of 150 years of steam and this book, a third volume in the Past & Present series, focuses on the locomotive fleet, as well as showing a number of comparative views through the years, but there are also views that deserve to stand alone on their merit. What the book does show is both progress in the past by the railway and the health of current operations to take them into the next 150 years!
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Nostalgia comes in many forms and in this section we present a selection of books that we feel may appeal to a wider audience, albeit in particular fields subjective and geographic. We have a stunningly beautiful first book from Corinna Goss featuring the wilds of Dartmoor.

**Thames Bridges**

by Neil Davenport is highly recommended and once picked up is very hard to put down! The Hidden Gems series featuring so far *The Black Country* and *Tyneside* is proving very popular and not just amongst locals; they make interesting reading for visitors and those with a liking for social history.

**HIDDEN GEMS OF TYNESIDE**

Tyneside means much more than a riverside conurbation to the almost one million people who live and work there, tied in affection to their collective ‘Geordie’ home.

The area's streets and towns with their fascinating and historic architectural 'gems' – buildings, bridges, stately homes, statues and pubs – have helped to establish this strong sense of place, and some of them are the subject of this book, which, using archive and contemporary photographs as its subject, embarks on an impressionistic journey around Tyneside and across this Geordie homeland. Moving upriver from the Tyne estuary, and for the most part staying close to the river shore – the region's essence – it illustrates a post-industrial landscape of profound change.

**CAPTIVATING IMAGES OF DARTMOOR**

Corinna introduces you to her stunning book...

“I have been walking on Dartmoor for the past twenty years, it's the most beautiful, magical place, overflowing with history that dates back thousands of years, and it's everywhere.

These books, this being the first of a proposed series, are my way of saying thank you to the moor and hopefully showing others some of its beauty. I am not a professional photographer and make no apologies for the rawness of my photos.

I go on Dartmoor to walk and enjoy – I am not one for sitting still for hours with camera and tripod trying to capture the perfect light for the perfect picture. Life is too short!”

**Published title**

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HIDDEN GEMS OF THE BLACK COUNTRY

Great houses and labourers’ homes, town halls, pubs and churches, canals and railways, factories and foundries, statues and windmills…

The authors have chosen a wide variety of architectural and industrial gems from an area of the Midlands steeped in history, where medieval buildings from a lost agricultural era survive alongside relics of the Industrial Revolution that gave the area its name. More than 175 black & white illustrations, including delightful pen and ink sketches, archive photographs and present-day views, support the lively descriptions of ‘hidden gems’ of whose history and perhaps very existence even locals may be unaware…

Although this volume is illustrated in ‘evocative and nostalgic black and white’, as the Black Country Tourism’s slogan suggests, readers are encouraged to visit the area and See it in colour!

HEAVO, HEAVO, LASH-UP AND STOW

A memoir of an Eastender’s war.
Illustrated throughout with the author’s evocative paintings and sketches that show the varying facets of WWII through the recollections of a Royal Navy seaman. The drama, the highs and lows and yes, the lighter moments are to be found within these pages.

SIXTIES BOYS ON TOUR

Modern Edge, a band formed in the 60s, had a great following until they disbanded in the mid-70s. Band member Nick gets a surprise phone call from a music promoter, who wants to know if the band would be interested in headlining a 1960s UK Revival Tour.

Living in a dingy flat on his own after a failed marriage and his two kids treating him like an old geriatric who has never had a life, he has had enough. Little do they know that he was once a Sixties pop idol and experienced things that they could only dream about.

With a present day setting Nick decides he wants to go back to those days and sets out to find the band members whom he has not kept in contact with or seen for over thirty-five years.

Nick has great difficulty and some sadness along the way in trying to locate some of the guys. Finally he gets the band back together again and they go on tour to try to recapture the sounds that had once made them famous.

Five time-worn OAPs trying to relive their youth is a recipe for hilarious escapades with old flames, adversaries, chaotic gigs and lots more, all told in Alan’s inimitable racy style.

60 YEARS OF PRESERVATION ON THE TALYLLYN RAILWAY

This collection of over 280 pictures records the story from the first working party – some wearing suits! – and a very decrepit railway to today’s scene with additional locomotives, more carriages and redeveloped facilities for passengers and for maintaining the historic equipment.

60 YEARS OF VOLUNTEERING ON THE TALYLLYN RAILWAY

The Talyllyn Railway would not exist today without all the volunteers who have worked unstintingly since the formation of the Preservation Society on 11 October 1950 at a meeting at the Imperial Hotel in Birmingham. This book tells some of the volunteers’ stories and includes many photographs taken over the years.
THAMES BRIDGES

The fruit of more than 40 years’ research, Thames Bridges is the first book for over a century to provide a complete account of public crossings of the river from the Queen Elizabeth II Bridge at Dartford to its source in a Gloucestershire meadow. Covering road and railway bridges and footbridges, every crossing is illustrated – including pictures of selected earlier bridges since replaced – and histories of the structures at each site and their principal dimensions are also provided.

Introductory chapters provide a comprehensive history of Thames crossings, a summary of bridge designs and construction methods, and details of the highway, bridge, navigation, railway and tramway authorities involved.

With more than 200 photographs and engravings, Thames Bridges is an essential reference book for all who use or love this great river.
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