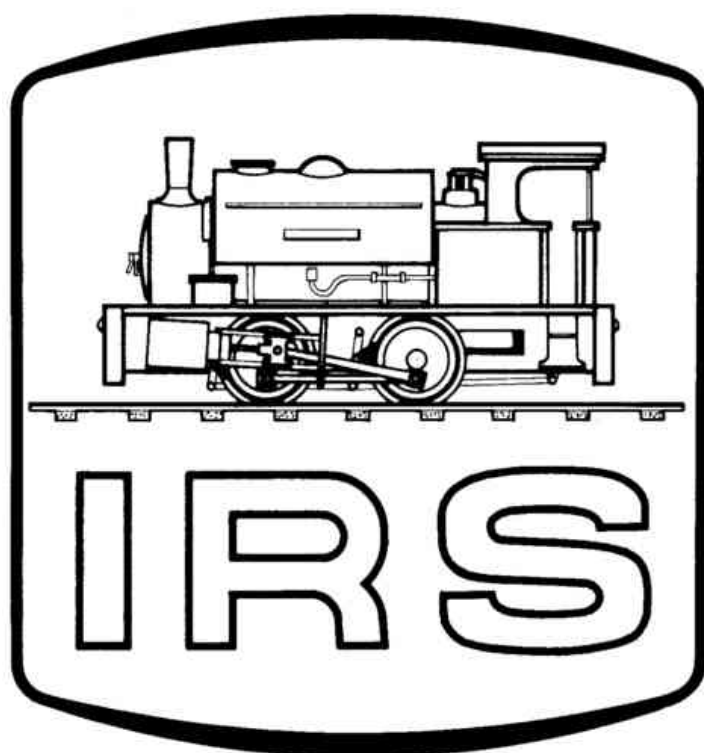


INDUSTRIAL RAILWAY SOCIETY



BOOK SALES CATALOGUE

January 2021

The Industrial Railway Society was founded in 1949 as the Industrial Locomotive Section of the Birmingham Locomotive Club. Its earliest activity was to produce a set of regional Pocket Books listing all known industrial locomotives in those areas. Over the years the Pocket Books have expanded to become highly detailed Handbooks, and since 1969 the Society has also published the EL series, a list of all existing locos in industrial service, on Heritage Railways and in private ownership in the UK and Ireland. Literature on industrial railways was often not well catered for by general bookshops, so it soon became IRS policy to try to make available for sale (sometimes at a discount to IRS members) a range of Industrial, Narrow Gauge and Light Railway publications (including some foreign publications) which are not easily obtained in the High Street. The loss of some specialist railway bookshops in recent years (the last Ian Allan transport bookshop closed in October 2020) has made this service even more important. Because of its contacts in this specialist area the IRS also frequently obtains out of print volumes that are not easy to find, even on the Internet.

This Catalogue lists those publications which were in stock in December 2020, although stocks of older (out of print) books may be low, and the titles may therefore soon become unavailable. Other railway books from main-stream publishers can often be obtained but these are **NOT** usually held in stock. Titles are listed by publisher, with an index of titles at the end of the Catalogue.

Where applicable, the reduced price offered to IRS members is shown in **RED**. Members are reminded that to obtain this discount when ordering online through the E-Shop they need to **login to their account** before entering the payment details.

HOW TO ORDER

Unless otherwise stated you can order either:



Online from the [E-Shop](#) - or -



By snail mail from **Mr S Geeson, 24 Dulverton Road, MELTON MOWBRAY, Leicestershire, LE13 0SF**

Postage and Packing

UK: **20%** (minimum **£1.50**, maximum **£6.00**) Orders of £60 and over are **POST FREE**

Overseas **33.33%** (minimum **£7.00** [Europe] or **£8.00** [rest of the world], 20% on orders of £60 and over) or contact the Sales Team (sales@irsociety.co.uk) for a quotation

Payment Details

Orders placed online through the EShop can be paid for by credit or debit card (using a secure SagePay connection) or Paypal. Orders sent by post should be accompanied by a cheque/PO payable to "**Industrial Railway Society**". Cheques will **not** be banked until the goods are ready for despatch. Alternatively, if you have BACS or online banking facilities you can make a transfer to the society account:

Sort Code 30-65-22; Account Number 80782968

The IBAN details are: BIC Code: LOYDGB21678; IBAN: GB48 LOYD 30652280782968

If you wish to pay by bank transfer please email sales@irsociety.co.uk a list of the items you require but please wait for a reply confirming prices and availability before making the transfer/payment. Also, please do **NOT** include your own bank details in the email.

If ordering by post please send an SAE if you require an order acknowledgment

Delivery

Subject to any delays in the postal service we will endeavour to despatch items to you as soon as possible. However, for the duration of the Coronavirus restrictions there might be a slight delay in shipping orders.

Please supply a contact phone number for the courier to use in case of problems with delivery

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RECENT PUBLICATIONS

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Preserved Locomotives of India – Preliminary Draft (PDF download)	7
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Behind the Scenes on the North Yorkshire Moors Railway	43
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INDUSTRIAL RAILWAY SOCIETY PUBLICATIONS

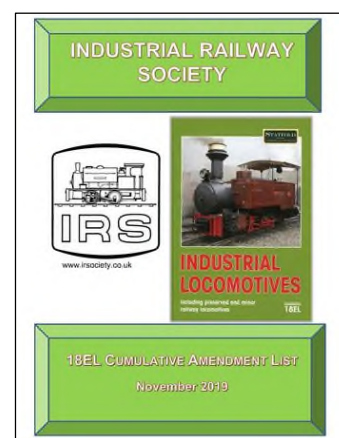
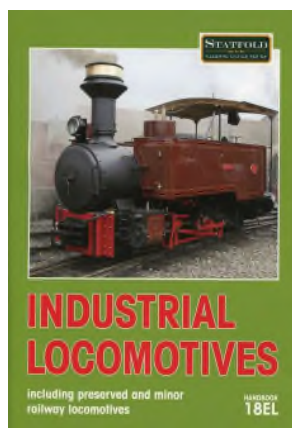
Industrial Railway Society Books

Since 1949 the IRS has published a large number of books on industrial railways subjects, both in the UK and abroad. Those currently still available are listed below. For more information click on the title:

Handbooks: Existing Locos (EL)

Since 1969 the IRS has published periodically a list of all currently extant and preserved locos and railcars in the UK and Irish Republic. The latest in the series, 18EL, was published in March 2019, marking the seventieth anniversary of the IRS and the fiftieth anniversary of the first EL edition.

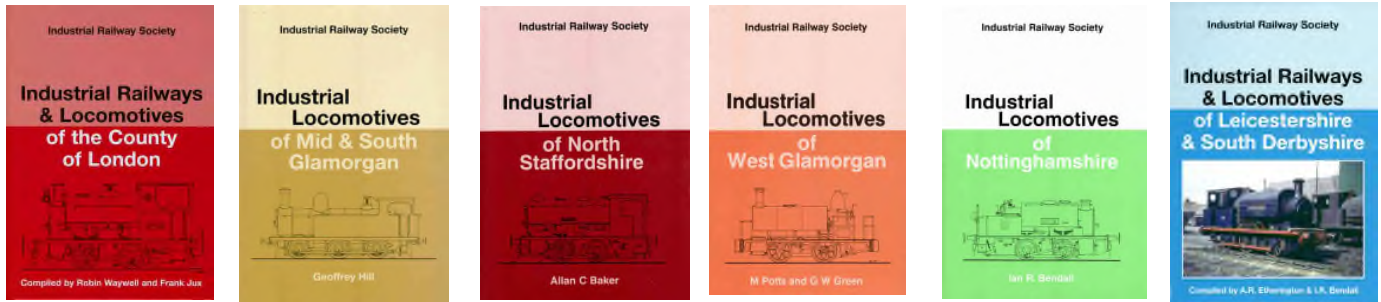
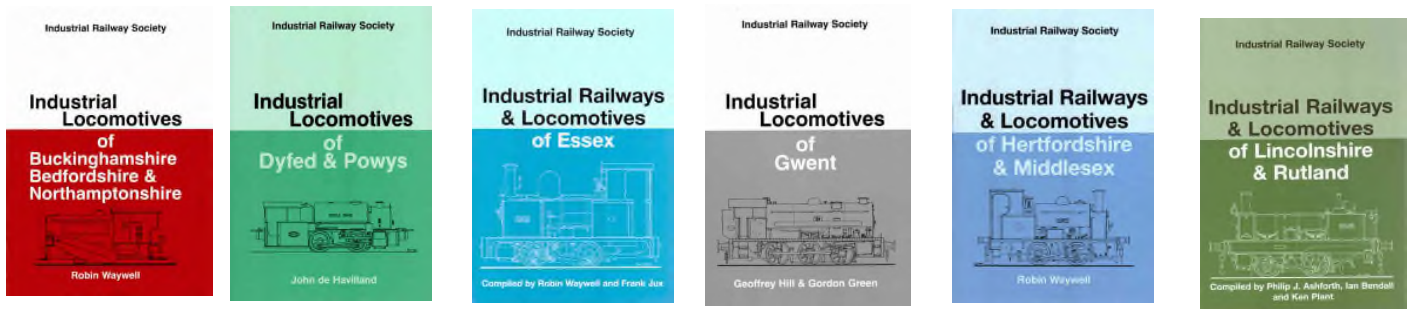
	Public Price	Members
18EL HARDBACK	£25.95	£18.00
18EL SOFTBACK	£20.95	£15.00
1 to 18EL Index as Downloadable file	£12.00	£12.00
18EL Amendment Lists (Non-IRS members)	£8.00	N/A



Handbooks: UK (First Edition)

These list all known industrial locos, past and present, in the area:

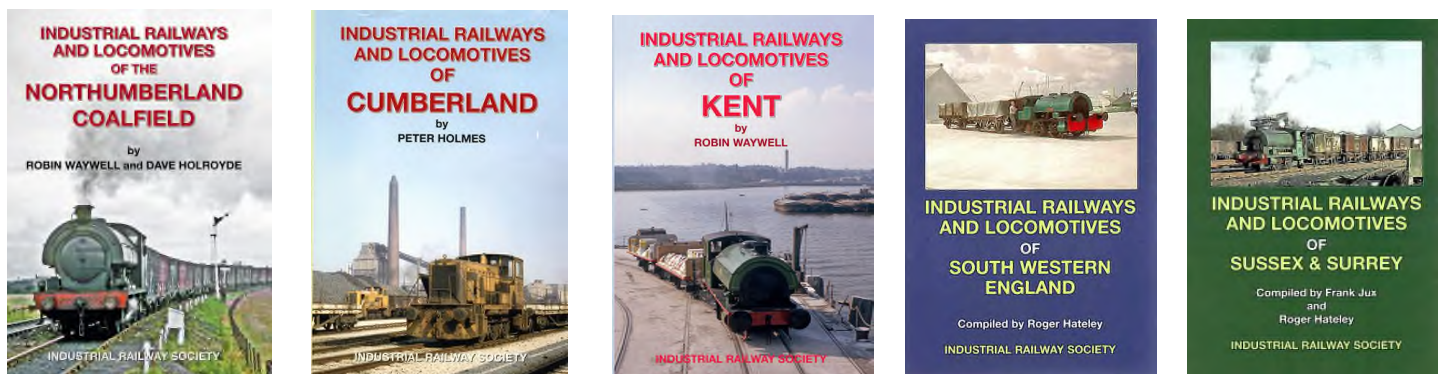
	Hard cover		Soft cover	
	Public Price	Members	Public Price	Members
Buckinghamshire, Bedfordshire & Northamptonshire	£24.95	£18.00	£19.95	£15.00
Dyfed & Powys	£19.95	£13.00	£16.95	£10.00
Essex	£27.95	£22.00	£23.95	£19.00
Gwent	£24.95	£18.00		
Hertfordshire & Middlesex	£24.95	£17.00	£19.95	£13.50
Leicestershire & South Derbyshire (reprint) NEW	£29.95	£28.00	£18.95	£14.00
Lincolnshire and Rutland	£25.95	£20.00	£21.95	£17.00
London			£16.95	£13.00
Mid and South Glamorgan	£24.95	£17.00	£19.95	£13.50
North Staffordshire	£19.95	£16.00	£16.95	£13.00
Nottinghamshire	£24.95	£18.00	£19.95	£15.00
West Glamorgan	£16.95	£14.00	£14.95	£11.50
Wales Handbooks (hard cover bundle)	£56.00	£42.00		



Handbooks: UK (Second Edition)

These are larger and more detailed than the First Edition format, not only listing all known industrial locos in the area but with additional background information on each site, and illustrated extensively in colour. They represent years, even decades, of diligent research. Hard cover only:

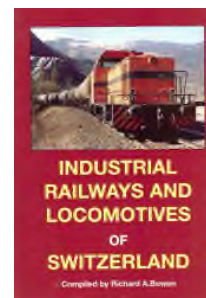
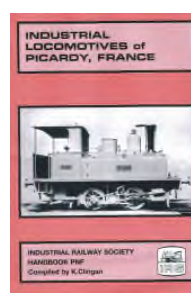
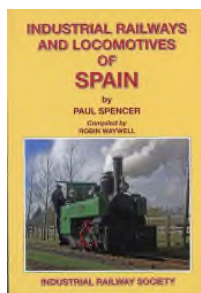
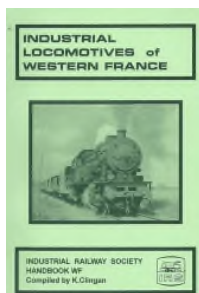
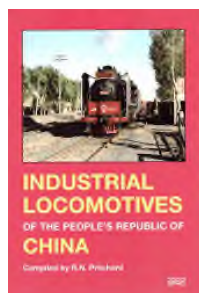
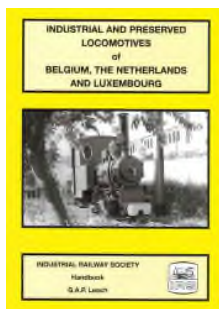
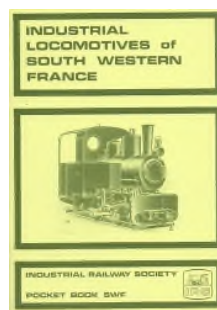
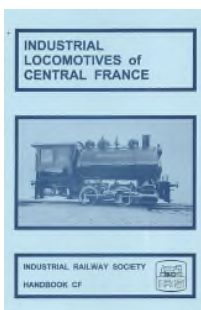
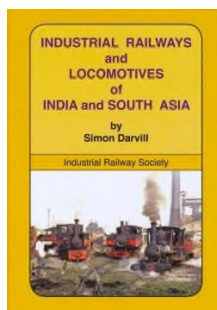
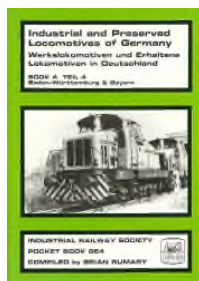
	Public Price	Members
Cumberland	£35.00	£25.00
Kent	£35.00	£25.00
Northumberland Coalfield NEW	£30.00	£25.00
South Western England	£29.95	£20.00
Sussex & Surrey	£27.95	£20.00



Handbooks: Overseas

These follow the format of the UK Handbooks, India, Spain and Switzerland being similar to the UK Second Edition.

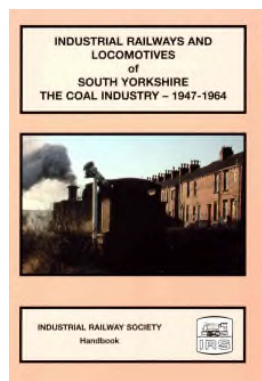
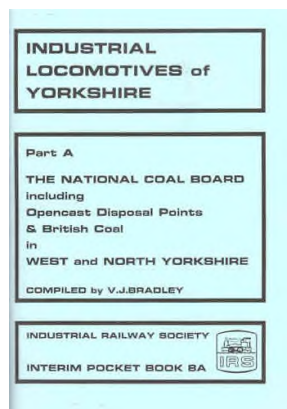
	Hard cover		Soft cover	
	Public Price	Members	Public Price	Members
Belgium, The Netherlands and Luxembourg			£14.95	£9.00
China			£16.95	£13.00
India and South Asia	£29.95	£24.00		
Preserved Locos of India – Preliminary Draft NEW <i>(Available only as a PDF download)</i>			£3.00	£2.00
Central France			£8.00	£5.00
South West France			£5.00	£3.50
Western France			£8.00	£5.00
West Germany - Vol 2 North Germany			£8.00	£5.00
West Germany - Vol 3 North Rhine-Westphalia			£8.00	£5.00
West Germany - Vol 4 Baden-Wurtemberg & Bavaria			£8.00	£5.00
Greece	£30.00	£22.00		
Spain	£28.00	£20.00		
Picardy			£9.00	£9.00
Switzerland	£29.95	£22.00	£24.95	£18.00



Handbooks: National Coal Board

These handbooks cover National Coal Board sites in these areas. Lancashire and North & West Yorkshire are interim handbooks in draft form with no photographs. South Yorkshire is a full handbook for NCB sites from 1947 to 1964.

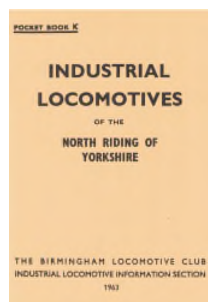
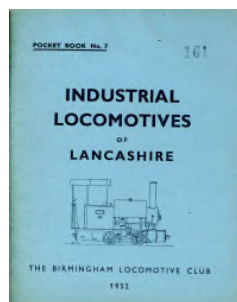
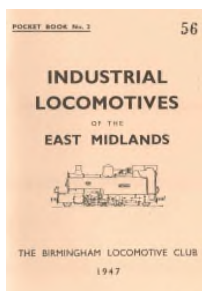
	Public Price	Members
North & West Yorkshire	£9.95	£5.00
South Yorkshire	£14.95	£9.00



Pocketbooks: Reprints

These are reprints of some of the early Pocketbooks (the predecessors of the Handbook series). The original photos were of too poor quality to reproduce but they have been replaced by other photos from the same period.

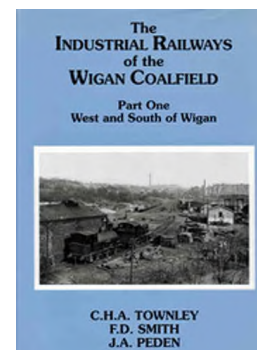
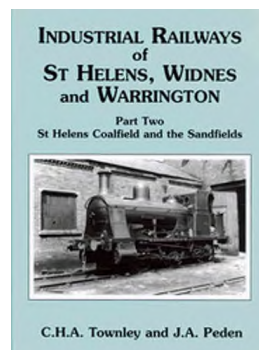
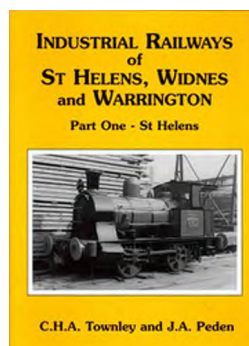
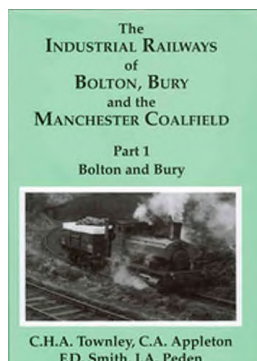
	Public Price	Members
East Midlands (1947)	£7.95	£5.00
Lancashire (1952)	£10.00	£7.00
North Riding of Yorkshire (1963)	£10.00	£7.00
West Midlands (1947)	£7.95	£5.00
Pocket Book Reprints Bundle	£30.00	£21.00



Lancashire Monographs

Accounts of industrial railways in parts of Lancashire, all in hard cover format.

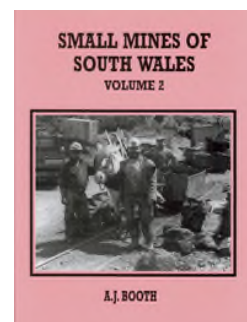
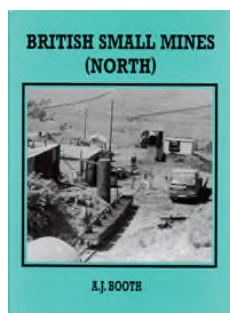
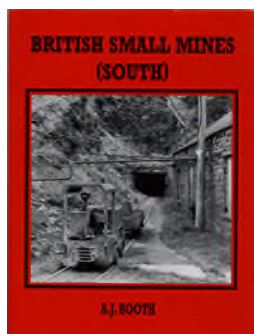
	Public Price	Members
Bolton, Bury & Manchester Coalfield Volume 1	£19.95	£17.00
St Helens Part One	£19.95	£17.00
St Helens Part Two	£19.95	£17.00
Wigan Part One	£16.95	£12.50



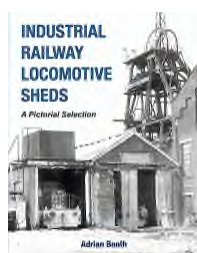
Small Mines

This series of books covers over 100 small mines in the UK and is the culmination of many years of work by the author, Adrian Booth, who visited and documented these lesser known railways during the 1970s.

	Hard cover		Soft cover	
	Public Price	Members	Public Price	Members
British Small Mines North	£14.95	£11.00		
British Small Mines South	£14.95	£11.00	£12.95	£8.00
Small Mines of South Wales Volume 2	£14.95	£11.00	£12.95	£8.00



Industrial Railway Locomotive Sheds



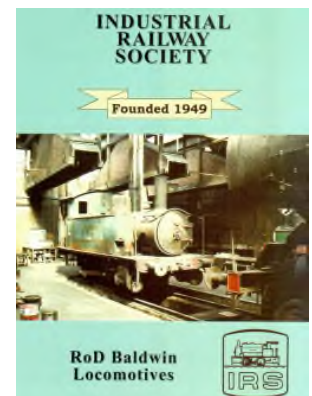
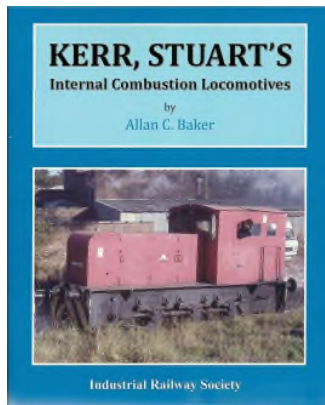
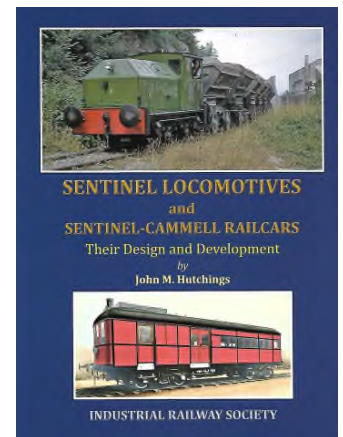
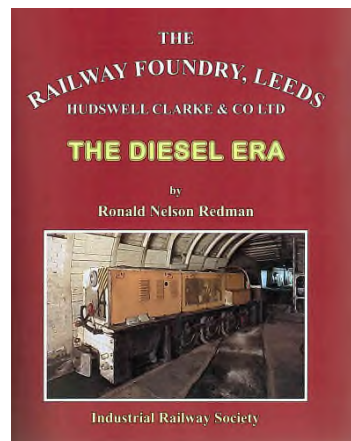
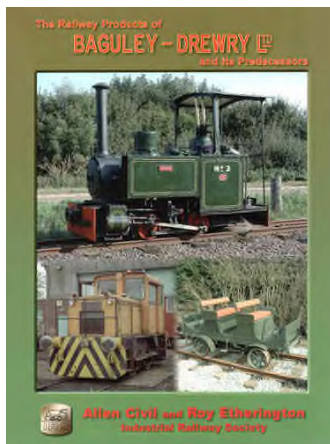
Industrial railways had a huge and varied range of locos sheds. Adrian Booth has recorded many of them, and these (to date) three volumes give a good idea of that variety.

	Public Price	Members
Industrial Railway Locomotive Sheds	£12.95	£9.00
Industrial Railway Locomotive Sheds - a second selection	£12.95	£9.00
Industrial Railway Locomotive Sheds – a third selection	£12.95	£9.00

Locomotive Builders

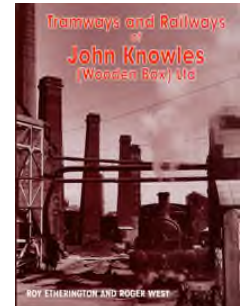
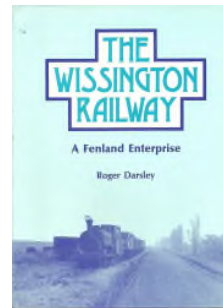
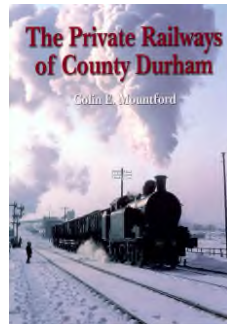
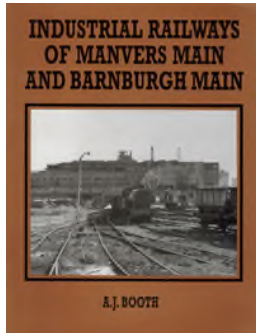
Books dealing with the products of a specific builder. There are also two reprints of two publicity brochures produced by Kerr, Stuart.

	Hard Cover		Soft Cover	
	Public Price	Members	Public Price	Members
Baguley-Drewry Ltd	£29.99	£20.00		
Hudswell Clarke & Co. Ltd. - The Diesel Era	£29.95	£24.00		
Kerr, Stuart Locomotive Catalogue			£6.95	£5.00
Fifteen Shillings Change (Kerr, Stuart diesels)			£6.95	£5.00
Kerr Stuart Internal Combustion Locomotives	£30.00	£22.00		
RoD Baldwin Locomotives			£2.50	£2.50
RoD Baldwin Locomotives (pdf download)			£2.50	£2.50
Sentinel Locomotives and Sentinel-Cammell Railcars	£39.00	£28.00		



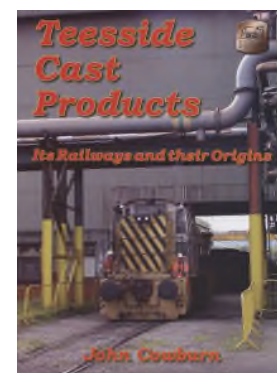
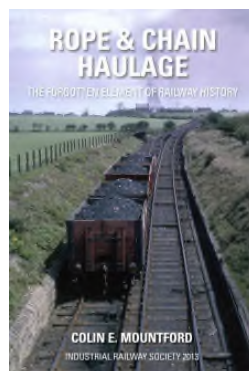
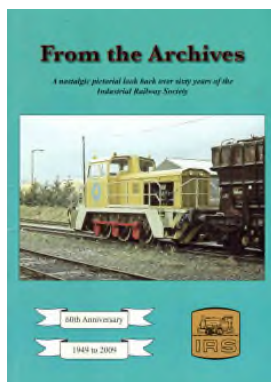
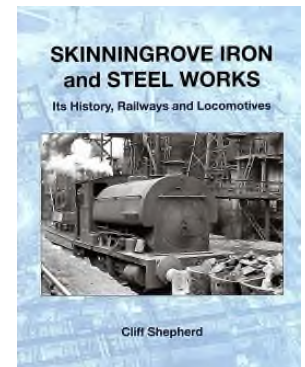
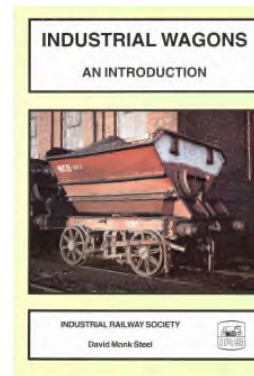
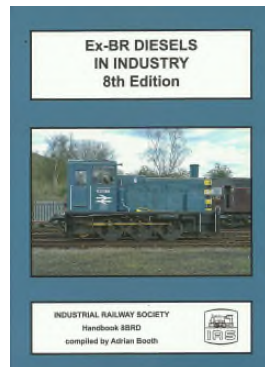
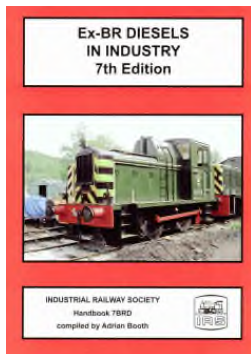
Private Railways

	Hard cover		Soft cover	
	Public Price	Members	Public Price	Members
Industrial Railways of Manvers Main & Barnburgh Main	£10.50	£9.00	£7.50	£6.00
The Private Railways of County Durham	£29.95	£22.00		
The Wissington Railway (Second hand copy)			£6.00	£6.00
Tramways & Railways of John Knowles	£14.00	£8.00		



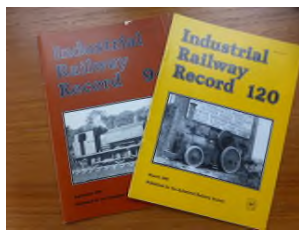
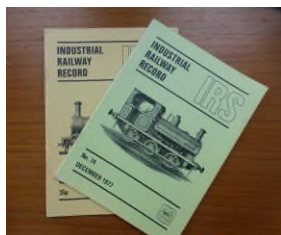
Other UK Books

	Hard cover		Soft cover	
	Public Price	Members	Public Price	Members
Ex-BR Diesels in Industry - 7BRD			£9.95	£7.00
Ex-BR Diesels in Industry - 8BRD			£15.00	£10.00
From the Archives			£3.50	£3.50
Industrial Wagons			£7.50	£7.00
Rope and Chain Haulage	£29.95	£24.00		
Skinningrove Iron and Steel Works	£24.95	£18.00		
Teesside Cast Products			£10.00	£7.00



Industrial Railway Records

The Society also publishes a quarterly magazine, the Industrial; Railway Record. Back issues currently available are listed on the EShop (www.irsshop.co.uk/records). Alternatively email backcopiesirr@irsociety.co.uk to check availability or to be added to the waiting list. Prices are generally by blocks of issue numbers, but with variations for **special issues**: (A full index listing the contents of each issue is available to [download](#)).



Used Copies:	
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69	£8.00
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These binders hold 12 issues plus index, and are green, with the title "Industrial Railway Record" and the IRS logo embossed in gold. There is also an embossed gold square to take the volume number.

New stock now available, with 13 strings - £11.00 for two binders + 20% p&p

Adhesive Gold volume numbers are available in sets of 1-12 & 13-24 @ £1.00 per set.

Other Industrial Railway Society Items

IRS Bulletins

Bulletins 1 to 500 Downloadable file	£12.00
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Overseas Bulletins to No.959 (July 2015)	£2.00 each
Overseas Bulletins from No.963 (September 2015)	£2.50 each

Society Ties and Polo Shirts

Society members are entitled to wear the official **Society Tie** (limited stocks). This is available in green or blue from **Mr Geeson** at **£3.50** each. Stocks of the blue tie are nearly exhausted. **Mr Geeson** can also supply the official **Society Polo Shirt** in blue at sizes M, L, XL and XXL at **£8.00** each.

Mugs

White engraved with a drawing of K 5474 (ex S&L Corby) - **£3.00** (Worcester Loco Society item)

Pens

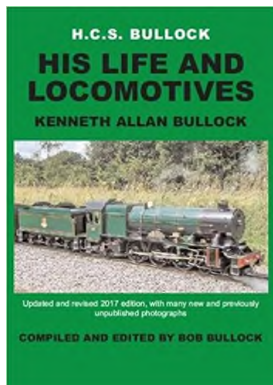
Industrial Railway Society retractable pens - **£1.00** each

OTHER PUBLISHER'S BOOKS

A to B Books

H C S Bullock, His Life and Locomotives

£11.95

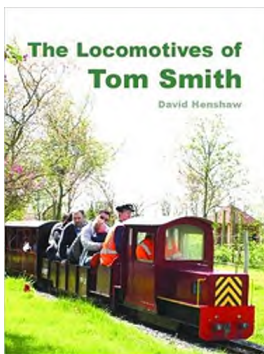


- **Author** K.A.Bullock
- **Soft cover** 128 pages
- **Published** 1 May 2017 (latest edition)
- **ISBN** 9780957565128

In 1937 miniature locomotive engineer H C S Bullock died in tragic circumstances. Fifty years later, his son Kenneth was encouraged to write a book on his father's life and work – principally his impressive 10¼ inch miniature locomotives.

The Locomotives of Tom Smith

£9.99



- **Author** David Henshaw
- **Soft cover** 112 pages
- **Published** 1 May 2016
- **ISBN** 9780957565111

The life story of engineer Tom Smith, who built more than fifty 7¼ inch gauge locomotives in the 1970s and '80s.

Amberley Publishing

The Cromford & High Peak in Colour

£14.99



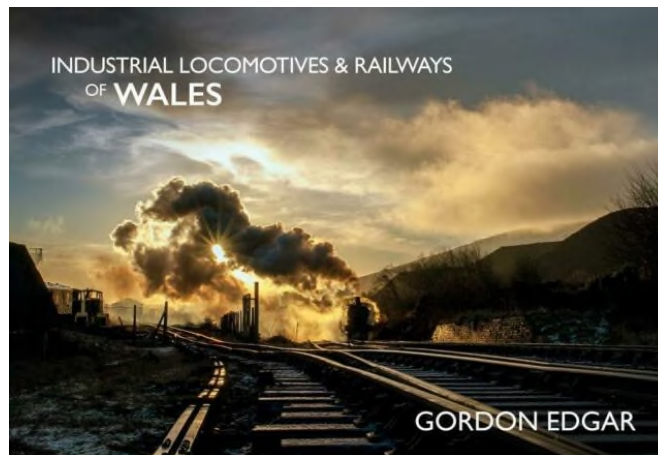
- **Author** John Evans
- **Soft cover** 96 pages
- **Published** 15 July 2017
- **ISBN** 9781445664088

This railway oddity opened in 1831 to link the Cromford Canal with the Peak Forest Canal using a series of rope-worked inclines. The line weaved its way through some of the finest scenery in England and was dotted with crazy gradients and whiplash curves. Here was the steepest normal railway in Britain and the only place where you could see a gradient post saying '1 in 8.' It also used steam right to the end. John Evans visited the line many times in its later years. His pictures are published here for the first time. 150 illustrations.

Industrial Locomotives & Railways Series

£19.99 (each)

A series of photographic albums by Gordon Edgar, each of which has 128 pages and about 150 illustrations. One volume is **NEW** in 2020:

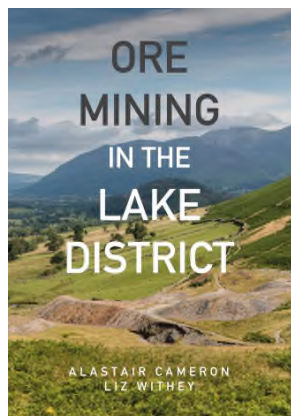


Eight earlier volumes are still available:



Ore Mining in the Lake District

£14.99

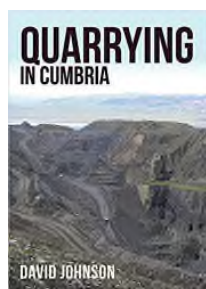


- **Authors** Alastair Cameron and Liz Withey
- **Soft cover** 96 pages
- **Published** 15 October 2017
- **ISBN** 9781445664651

The Lake District mountains are full of mineral veins, worked over the past 1,000 years. The last working metal-ore mine in the Lake District, the Force Crag Mine, closed in 1986 and today, remains of this past extensive industry lie abandoned on the mountainsides. For many years industrial historians have studied these workings and also the lives of the skilled miners who spent their careers high on Lake District mountainsides, working the veins. In 1989 a report produced by local industrial archaeologists highlighted a list of twenty-seven former mining sites on the fells considered to be of such importance to the history of the Lake District communities that they should be given future protection. Many of these sites have been included in this illustrated guide. 91 illustrations.

Quarrying in Cumbria

£14.99



- **Author** David Johnson
- **Soft cover** 96 pages 165mm x 235mm
- **Published** 15 November 2018
- **ISBN** 9781445672465

Cumbria has a wide variety of rock types that proved suitable for building and other uses, and it has been exploited since the Neolithic period when volcanic rock was worked to make hand axes. Quarry workings, large and small, can be found across the county, for limestone, sandstone, flagstone, slate, granite, sands and clays and gypsum. Some quarries still operate today. This book explores the rich legacy of quarrying across Cumbria.

Railway Maintenance Vehicles and Equipment

£14.99

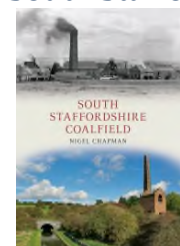


- **Author** Royston Morris
- **Soft cover** 96 pages
- **Published** 15 November 2017
- **ISBN** 9781445671710

Featuring an array of previously unpublished images, this documents the vehicles and equipment that keep the nation's railways on track, including tamping machines, ballast regulating machines, track relaying machines, ballast consolidating machines, stoneblowers, snowploughs and many more. 180 illustrations.

South Staffordshire Coalfield

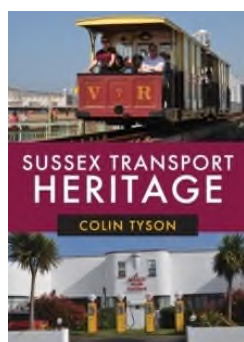
£14.99



- **Author** Nigel Chapman
- **Soft cover** 96 pages
- **Published** 28 September 2011
- **ISBN** 9781848689718

Sussex Transport Heritage

£14.99



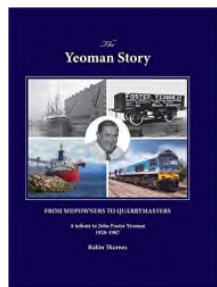
- **Author** Colin Tyson
- **Soft cover** 96 pages
- **Published** 15 November 2018
- **ISBN** 9781445680613

Waterborne transport in Sussex comprised was represented by sea ports and docks, and for a brief period canals, which soon gave way to the railways: main lines, branch lines, light railways and narrow gauge industrial lines. Sussex also has Britain's oldest electric railway, the steepest surviving cliff lift, the first municipally-owned motor bus operator in the world, hosts the longest-running motoring event in the world and is also home to Gatwick, London's second airport.

Ash Tree Publications

The Yeoman Story, From Shipowners to Quarrymasters

£20.00



- **Author** Robin Thornes
- **Hard cover** 326 pages
- **Published** 1 July 2011
- **ISBN** 9780951722213

A tribute to John Foster Yeoman.

Association for Industrial Archaeology

The Association for Industrial Archaeology Regional Guides

In most years the Association for Industrial Archaeology has produced a gazetteer for the area of its annual conference, resulting in a valuable series of regional IA guides. They are always written by local experts and are profusely illustrated with photographs and maps.

Herts & Lea Valley	2004	£4.50
Sussex	2015	£6.50

Balkan Steam

Steam in Serbia 1882-2007

£20.00



- **Author** Zoran Veresic (Author); Keith Chester (Editor)
- **Soft cover** 200 pages 300mm x 300mm
- **Published** 2008
- **ISBN** 9788691158705

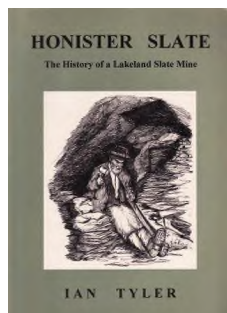
Steam in Serbia is a profusely illustrated book that traces not only the fascinating history of the railways of Serbia but also the development of railway preservation in the country, as well as listing every existing steam locomotive (Keith Chester). Book contains a history of Serbian State Railways (1882-1915) and all standard and narrow gauge lines built in this period, all industrial lines and district railways gauge 760mm, occupation period 1915-1918 and all lines built by Germans and Austrians, war reparations and creation of the Kingdom of Serbs, Croats and Slovenians until 1922. In second part all preservation projects in Serbia are present: Railway museum Beograd, narrow gauge museum Pozega, museum railway at Mokra Gora with history of that line, museum train Romantika and the Blue Train of late President Tito. In third part of the book there are 112 steam locomotives still existing

in Serbia (standard, 600mm, 760mm and 900mm) with a history of lines where some of them were working. At the end of the book there are lists of locomotives which were working in Serbia and statistic of deliveries from Djuro Djakovic factory, East, West and USA to the very last locos delivered 1961, including list of all locomotives belonging to depots in Serbia, Bosnia and Macedonia in 1949/50.

Blue Rock Publications

Honister Slate

£9.00

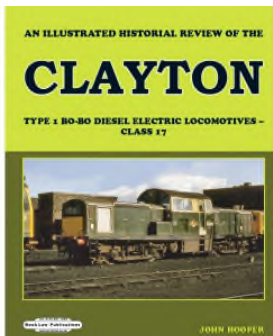


- **Author** Ian Tyler
- **Soft cover** 187 pages
- **Published** 1994
- **ISBN** 9780952302803

Book on the history of and the men who worked in the Honister Slate mine in the Lake District of North West England some 300 years ago.

An Illustrated Historical Review of the Clayton type 1 class 17

£26.99



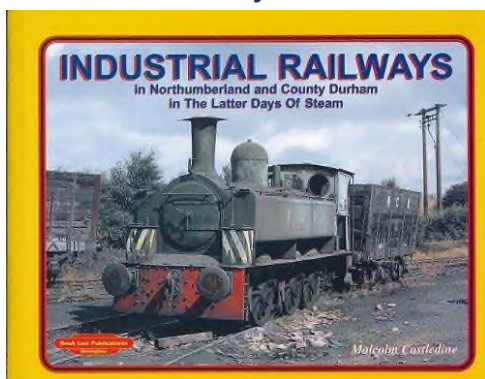
- **Author** John Hooper
- **Hard cover** 152 pages

A pictorial account of this class, short-lived on the mainline but one of which found refuge in industrial service.

Industrial Railways in Northumberland & Co. Durham in the Latter Days of Steam

£19.99

Members: £9.99



- **Author** Malcolm Castledine
- **Hard cover** 112 pages
- **Published** September 2004
- **ISBN** 9781901945355

A large landscape photo album.

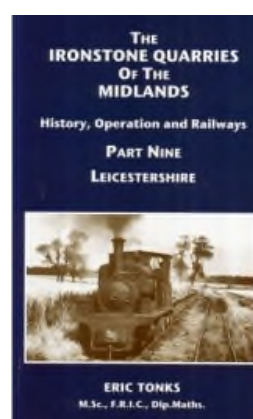
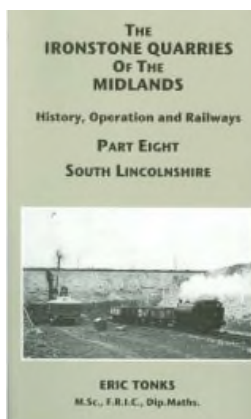
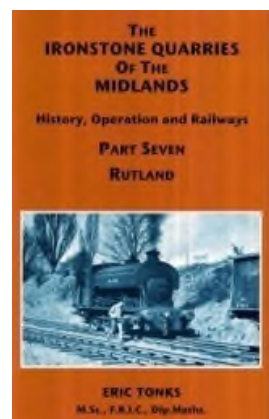
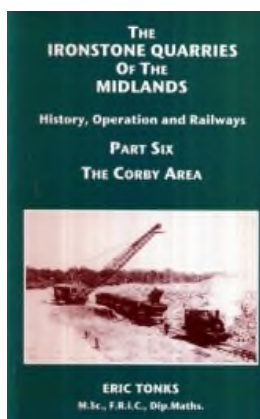
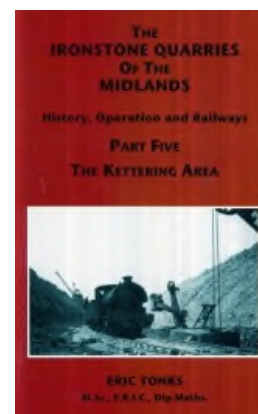
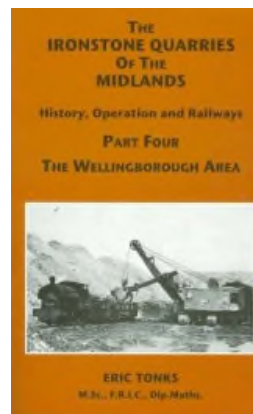
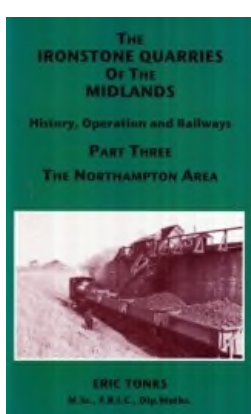
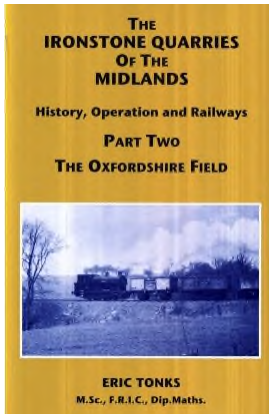
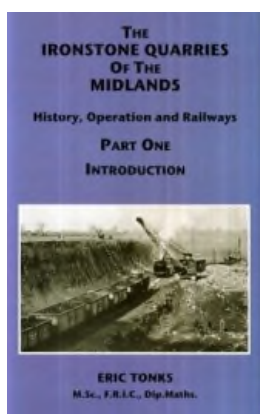
Out of print: only one copy left

The Ironstone Quarries of the Midlands

£9.00 (each)

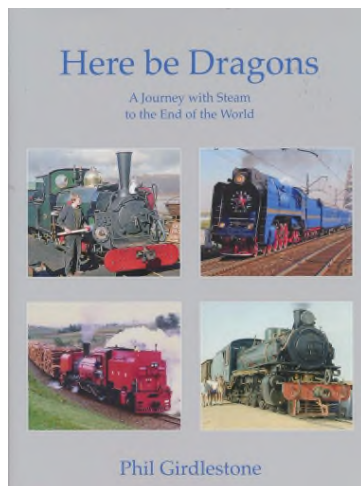
The definitive study of the Midlands Ironstone Quarries and Railways, by former IRS President Eric Tonks. Based on more than fifty years of investigation by the author, it is comprised of nine volumes, originally published between 1988 and 1992. All are now available as soft cover reprints.

See **Runpast Publishing** for those volumes still available in hard cover format.



Pit to Port. Transport & the China Clay Industry in Mid Cornwall**£3.50**

- **Author** The Cornish Steam Preservation Society
- **Soft cover**
- **Published** 2009

Camden**Here be Dragons, A Journey to the End of the World****£33.95**

- **Author** Phil Girdlestone
- **Soft cover** 136 pages
- **Published** October 2017
- **ISBN** 9781909358386

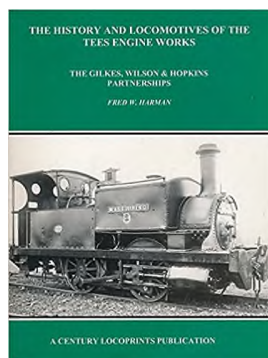
The author, who died in April 2016, pursued steam as a vocation. His engineering career began in the late 1970s on the Ffestiniog Railway in Wales and went on to encompass Sudan, South Africa and Russia. In the late 1980s he began working for the Alfred County Railway in South Africa, settling near Durban where he spent the rest of his life.

This book focusses on the locomotives that he worked on, ranging in size from a diminutive 2-4-0 on the Ffestiniog, to a massive 4-8-4 express locomotive in Russia. He was in correspondence with the eminent steam engineers Livio Porta and David Wardale, and applied some of their techniques to improve the performance of the Ffestiniog's *Linda*.

In the mid-1980s, Phil worked on a project to alleviate famine in Sudan, in which it was planned to rehabilitate a limited number of steam locomotives to haul food supplies to remote locations. The opportunity was taken to fit a Lempor exhaust to one locomotive that resulted in a 12% reduction in (oil) fuel consumption.

In 1988, after a brief sojourn in Brazil, Phil moved to South Africa to take up the role of CME on the newly privatised 610mm gauge Alfred County Railway which operated a fleet of ex-SAR Garratts. Two of these were modified with GPCS fireboxes and Lempor exhausts. While at the ACR, Phil worked on the trial conversion of an SAR 15F 4-8-2 to oil-burning. He also undertook design modifications to an Australian (ex-Victorian Railways) R-Class 4-6-4. In 2002, he travelled to Russia where he was commissioned by GW Travel to make modifications to a P36 4-8-4 to improve its performance when hauling the TransSiberian Express. In 2004 he undertook the design, construction and export of a 500mm gauge Garratt for use on the Ferrocarril Austral Fuegino (FAF) railway in Argentina.

This book was published posthumously after editing by David Wardale.

Century Loco Prints**The History and Locomotives of the Tees Engine Works -Gilkes, Wilson & Hopkins****£7.95**

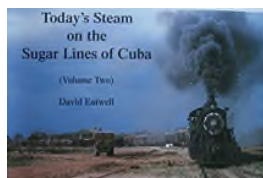
- **Author** Fred W. Harman
- **Soft cover** 36 pages
- **Published** 2004

Continental Railway Circle

Today's Steam Sugar Lines Cuba

£9.99

Members: £5.00

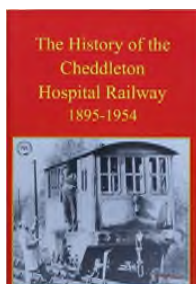


- **Author** David Eatwell
- **Soft cover** 49 pages, mainly illustrations
- **Published** 2001

Cornwell

The History of the Cheddleton Hospital Railway 1895-1954

£16.00

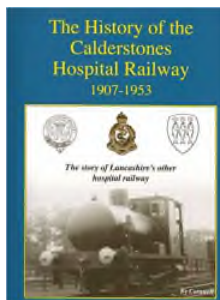


- **Author** R.B. Cornwell
- **Soft cover** 136 pages
- **Published** 2014

A detailed and well-illustrated history of this short electric railway line built to serve the Staffordshire County Asylum at Cheddleton.

The History of the Calderstones Hospital Railway 1907-1953

£15.00



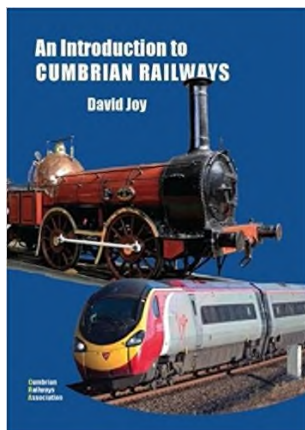
- **Author** R.B. Cornwell
- **Soft cover** 96 pages
- **Published** 2010

Another well-researched work on a hospital railway from this author, It deals thoroughly with not only the private railway system but is also an interesting history of the hospital itself.

The Cumbrian Railways Association

An Introduction to Cumbrian Railways

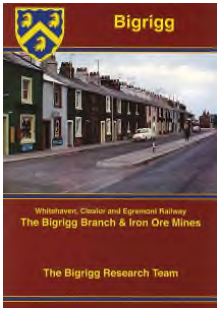
£9.95



- **Author** David Joy
- **Soft cover** 96 pages
- **Published** 12 October 2017
- **ISBN** 9780957038752

This book tells the story of the development of railways in what is now the county of Cumbria. The content spans from the earliest days in the 1830's to the present – from railway pioneers to rail privatisation. Each railway line in the County is covered, from the main trunk lines, such as the West Coast Main Line, to the smaller railways that went to make up the network of lines serving local communities and businesses. The Industrial lines that served the County also receive comprehensive coverage. Basic information on the building of the railways and their subsequent development is also included. Over 150 colour/B&W photographs and more than 20 specially created colour maps.

The Bigrigg Branch and Iron Ore Mines, Whitehaven Cleator and Egremont Railways **NEW** £7.50



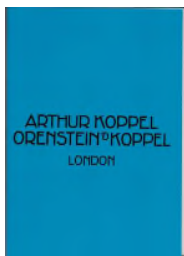
- **Author** The Bigrigg Research Team
- **Soft cover** 48 pages
- **Published** May 2020
- **ISBN** 978-0957038776

Situated between Whitehaven and Egremont, Bigrigg's output of minerals was crucial to the local economy and expansion of the area. Within the space of a little over one square mile there were more than 40 pits in Bigrigg, the vast majority of which were rail connected. The history of this industrial heritage is complicated by the multiplicity of land owners, mineral rights owners, mine owners and mine lessees. This book unravels this history and relates the story of the branch and its mines. It is the result of extensive research undertaken by the Bigrigg Research Team. Maps and photographs show the area in its heyday and what remains today, along with extracts from historical documents.

DGEG

Arthur Koppel / Orenstein Koppel. English advertising catalogues

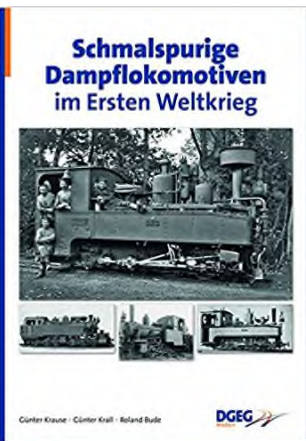
£9.00



Schmalspurige Dampflokomotiven im Ersten Weltkrieg

£34.00

Members: £32.00



- **Authors** Günter Kruse, Günter Krall, Roland Bude
- **Hard cover** 260 pages 218mm x 307mm
- **Published** November 2018
- **ISBN** 9783946594109

This book describes the narrow German military field railway locos of the First World War, primarily the eight-coupled "Brigadeloks", produced in huge numbers but whose fate is, where possible, listed individually here. The preserved examples are listed, and also those employed subsequently on Polish or Rumanian forestry railways. The book also covers the six-coupled single and twin units and the metre gauge HK design, which have until now been less well-documented. **German language.**

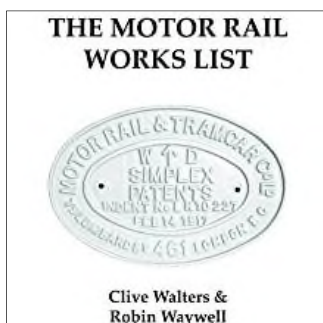
Dieser Band beschäftigt sich mit Schmalspurlokomotiven, die im Ersten Weltkrieg auf deutscher Seite eingesetzt waren. Den Hauptteil bilden die sog. Brigadeloks, deren Schicksal, soweit überhaupt nachvollziehbar, hier in einer Einzelnummernaufzählung geschildert wird: vom Einsatz beim Deutschen Heer bis z.B. als fahrbereite Museumslok in Südafrika, als Waldbahnlok in Polen oder Rumänien oder als Ausstellungsstück in Museen. Viele Bilder vom Einsatz und dem späteren Verbleib erläutern die Daten. Darüber hinaus beschäftigt sich das Buch auch noch mit den „Illingen“ und „Zwillingen“, C-gekuppelten Loks des Deutschen Heeres sowie den meterspurigen „HK-Lokomotiven“, deren Schicksale auch noch weitgehend im Dunkeln liegen

Einsatz beim Deutschen Heer bis z.B. als fahrbereite Museumslok in Südafrika, als Waldbahnlok in Polen oder Rumänien oder als Ausstellungsstück in Museen. Viele Bilder vom Einsatz und dem späteren Verbleib erläutern die Daten. Darüber hinaus beschäftigt sich das Buch auch noch mit den „Illingen“ und „Zwillingen“, C-gekuppelten Loks des Deutschen Heeres sowie den meterspurigen „HK-Lokomotiven“, deren Schicksale auch noch weitgehend im Dunkeln liegen

Dennis Duck Publications

The Motor Rail Works List

£15.00



- **Authors** Clive Walters and Robin Waywell
- **Spiral bound** 198 pages
- **Published** May 2006
- **ISBN** 9780954919931

Included in this Works List are technical details, first owners and in many cases spares orders for every unit produced between number 200 in 1916 and the last units produced in conjunction with Alan Keef Ltd in 1987. The book contains extracts from the minute books referring to Motor Rail & Tram Car Co, Motor Rail Ltd, Petrol Loco Hirers and Diesel Loco Hirers.

This is an old stock item, being sold at a reduced price. The covers may be scuffed.



- **Authors** Keith Gunner and Mike Kennard
- **Spiral bound** 150 pages
- **Published** December 2004
- **ISBN** 9780954919924

This Works List includes technical details, first owners and in many cases the railway company's running numbers for every unit produced between number 1 in 1922 and the last unit number 11775 produced in 1999. The book also contains a general introduction into Wickham's products including the previously unrecorded locomotive production.

This is an old stock item, being sold at a reduced price. The covers may be scuffed.

Low stocks remain of the following lists, all of which are available at £3.00 each:

The Bungey Locomotive List

Author: Ken Scanes; Published:2001.

Logan Locomotives

Authors: Brian Gent and John de Havilland; 44 pages; Published 30 November 2004; ISBN 9780954919900.

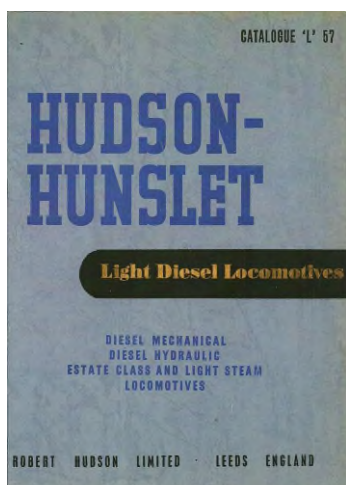
The M.E. Engineering Locomotive List

The Nuttall Ruston Lists

Authors: Brian Gent and John de Havilland; 44 pages; Published 2001.

Track Supplies & Services Loco List

EMH Bude



Hudson Hunslet Diesel Locos

£4.75

Reprint of section L of the 1957 catalogue.

O&K Catalogue No.800

£24.00

Members: £15.00

Special issue catalogue 800 for Ornstein Koppel/Arthur Koppel Locos, 80 pages.

O&K Catalogue No.849

£24.00

Members: £15.00

Reprint.

Arthur Koppel Catalogue 1900

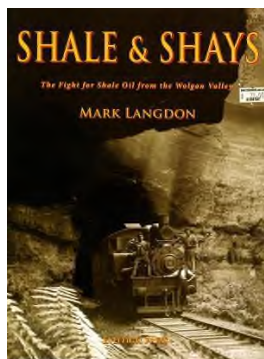
£4.95

Reprint (German and French).



Shale and Shays

£42.00



- **Author** Mark Langdon
- **Hard cover** 300 pages A4, b&w photos and drawings
- **Published** 2018
- **ISBN** 9781876568740

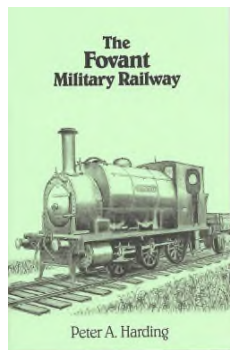
Mark Langdon presents a fresh look at the exhilarating shale-oil mining days of 1906 – 1932 in the Wolgan Valley in New South Wales. Researched from existing company and government documentation and newspaper reports of the day, the book begins with the story of the Commonwealth Oil Corporation's (C.O.C.) inception, financed and run from the London offices, continues through the building of the works at Newnes and the railway to Newnes Junction, and rounds out with the final days in the 1930s, when the fate of Newnes resided in the hands of the Commonwealth Government and National Oil Pty Ltd. The work includes the decline of the C.O.C. and John Fell's becoming the owner. The problems faced are covered in detail, as is the lives of the

miners and residents living in the valley. Special attention has been given to the railway – locomotives and rolling stock – including exhaustive research detailing the building and use of the railway that carried the precious shale and oil to the main N.S.W.G.R. Western Line at Newnes Junction and then on to Torbane in the west and to the Sydney export seaboard. Each vehicle type built specifically for and purchased by the C.O.C. is covered, with a history and photos and a scale drawing of each vehicle type included. The work is supplemented by maps and a Phil Belbin painting.

P. Harding

The Fovant Military Railway

£4.00



- **Author** Peter Harding
- **Soft cover** 24 pages A5
- **Published** August 2017
- **ISBN** 9780955240393

The Fovant Military Railway was a short-lived line laid in the First World War that ran from Dinton Station on the Salisbury-Exeter to Fovant Camp. After the Armistice it still saw a great deal of use for a time conveying troops to the Camp, which had become a demobilisation centre. From 1921 to 1924 it was re-opened to help with the demolition of the camp. The track was lifted in 1926, though a small part of the trackbed close to Dinton Station was used again in 1936 to serve RAF storage bunkers in former quarries. Peter Harding has sourced a number of photographs of the line and its surroundings. The booklet also includes track plans.

Peter Harding has written and published a number of other well-researched booklets about branch lines or specialist railways. The following are available (all soft cover, 32 pages A5):

The Bembridge Branch Line

£4.00



Published July 2006 (latest edition); ISBN 9780955240300.

Plans in the 19th century to develop St. Helens and neighbouring Bembridge into holiday resorts led to the construction of the branch in 1882, which met the Ryde to Ventnor line at Brading. However, the grand plans were never fulfilled and, as the author recounts, the line became a rural backwater.

The Bexhill West Branch Line

£4.00



Published 15 February 2002; ISBN 9780952345862.

A well-written and illustrated little booklet about the 4½ mile branch line running from Crowhurst (on the London to Hastings main line) to Bexhill in Sussex, which opened in 1902 and closed in 1964.

The Bisley Camp Branch Line

£4.00

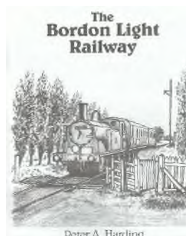


Published June 1986; ISBN 9780950941424.

Jointly authored with John M. Clarke, this booklet records the history of the long defunct Bisley Branch line.

The Bordon Light Railway

£4.00

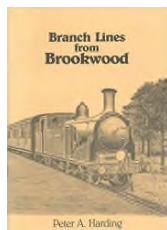


Published April 1987, revised 2010. ISBN 9780955240355.

The Bordon Light Railway was opened in 1905 to connect the Army Camp at Bordon with the national railway network at Bentley on the main Farnham-Alton Line.

Branch Lines from Brookwood

£4.00



Published 22 February 2008; ISBN 9780955240324.

There were once two secondary railways branching off from this suburban station. One connected Bisley, Pirbright, Deepcut and Blackdown Camps to the main line, the other carried funeral trains to Brookwood Cemetery from the Necropolis platform at Waterloo. The cemetery railway had two stations – one for non-conformists, one for Anglicans.

This booklet is an account of these minor but significant lines and includes some excellent illustrations and useful maps.

Branch Lines in Kent

£4.00



Published April 1996; ISBN 9780952345817.

This booklet covers the Canterbury & Whitstable Railway, The Hythe & Sandgate Branch, The Westerham Branch, The Dungeness and New Romney Branch, The Port Victoria and Allhallows Branch, The Gravesend West Branch, The Elham Valley Railway and the Chatham Central Branch.

Most of these Branch Lines were built out of a feud between the South Eastern Railway (SER) under the chairmanship of Sir Edward Watkin, and his opposite number at the London, Chatham & Dover Railway (LCDR), James Staats Forbes. These became bitter rivals were responsible for the building of several railways purely as a defensive measure to stop entry into each other's territory.

The Bulford Branch and the Larkhill Military Railway

£4.00



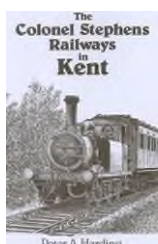
Published May 1991 (1st Edition); 2017 (this edition); ISBN 9780950941479.

Originally the Amesbury & Military Camp Light Railway authorised in 1898 the Bulford extension opened in 1906. The Larkhill Military Railway's opening dates are unclear but it was in use by February 1915.

The revised edition was reviewed in IRS Bulletin 991 (May 2017).

The Colonel Stephens Railways in Kent

£4.00



Published June 1993; ISBN 9780950941493.

Colonel Holman F. Stephens was a railway entrepreneur in the early to mid-20th Century who built a plethora of railways under the Light Railways Act of 1896. Kent was a particular beneficiary of this enterprise, and this booklet looks briefly at all his activities in the county.

The Dyke Branch Line

£4.00



Published 10 August 2000; ISBN 9780952345855.

The Devil's Dyke is a natural feature of the South Downs above Brighton and became a major tourist attraction in the later part of the 19th Century. The London Brighton & South Coast Railway built this steep branch line to bring day trippers to enjoy the quite extensive facilities. The booklet details the history of this intriguing subsidiary line.

The Hawkhurst Branch Line

£4.00

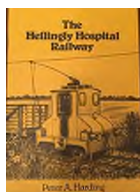


Published April 1998 (latest edition); ISBN 9780952345831.

Hops were a very important commodity for farms in Kent and in the late summer and autumn Londoners came by train to work on the farms picking the crop. This branch was built to bring the pickers in and take the hops out.

The Hellingly Hospital Railway

£4.00



Published April 1989; ISBN 9780950941455.

This is a history of the railway built to serve the Hellingly Mental Hospital. Along with the railway history, there is social information on the Institution, a type of hospital that no longer exists. Covering the period from late 1800's to nearly the present day there is very little missed out and includes a number of B&W photographs.

The Hythe Pier Railway

£4.00

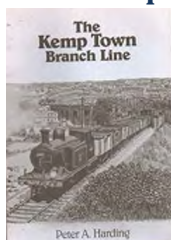


Published 9 April 2009; ISBN 9780955240348.

The Hythe Pier Railway in Hampshire is a 2ft gauge electric railway which runs the length of Hythe Pier. This booklet gives a well-illustrated history of the railway.

The Kemp Town Branch Line

£4.00



Published May 1999; ISBN 9780952345848.

A history of the branch railway which ran from Brighton to Kempton via Lewes Road and Hartington Road.

The Lee on Solent Railway

£4.00



Published 6 June 2012; ISBN 9780955240379.

The Lee-on-the-Solent Railway opened in 1894 and continued on until 1935. The Railway played an important part in the development of Lee-on-the-Solent as a seaside resort.

The Longparish Branch

£4.00

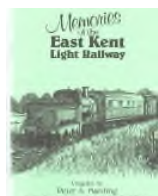


Published June 1992; ISBN 9780950941486.

This is an account of the single-track Hampshire branch line which ran through the Test Valley from Fullerton Junction to Hurstbourne, connecting the L&SWR main line at the latter station with another of their branch lines at the former. It opened in 1885. It closed to passengers in 1931 and to goods trains in 1956.

Memories of the East Kent Light Railway

£4.00



Published 2008 (latest Edition); ISBN 9780952345824.

Based on the notes and photographs of David Kevan taken from 1945 to 1958.

The line was originally intended to serve the colliery group known as the Kent Coal concessions but was opened to passenger traffic in 1916.

The New Romney Branch Line

£4.00



Published 2004; ISBN 9780952345886.

The Petersfield to Midhurst Branch

£4.00

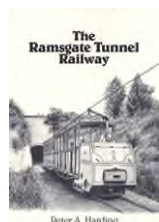


Published 2013.

This publication looks at the original branch line from Petersfield to Midhurst via Rogate and Elsted which was opened by the LSWR.

The Ramsgate Tunnel Railway

£4.00

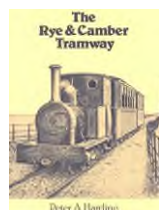


Published 2005; ISBN 9780952345893.

One the first undertakings embarked upon by the Southern Railway was to complete a project first proposed by the South Eastern & Chatham Managing Committee to rationalise the railways in Thanet. The abandoned stub to the harbour in Ramsgate was given a new lease life serving day trippers.

The Rye & Camber Tramway

£4.00



Published May 1985; ISBN 9780950941417.

Camber Sands in East Sussex became a very popular destination for golfers and the Rye Golf Club near Camber benefited from this service which carried passengers for about 40 years until the start of the Second World War. This booklet tells the story of this quaint railway.

The Sheppey Light Railway

£4.00



Published June 1984; ISBN 9780950941400.

Colonel Stephens saw an opportunity in the Light Railway Act of 1896 and set about financing and building a number of lines to areas poorly served by public transport. These were mainly reliant on agriculture but Stephens saw a wider opportunity in developing the tripper trade. The line to Leysdown on the Isle of Sheppey, in Kent is was one such and this booklet tells its story.

The Ventnor West Branch Line

£2.00



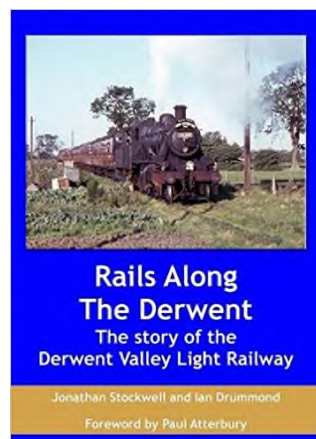
Published 12 May 2007 (latest Edition); ISBN 9780955240317.

The Ventnor West (originally Town) branch opened in 1897, running south from Merstone. It was hoped that visitors would arrive at Cowes and make their way to Ventnor but the established route from Ryde to Ventnor via Sandown carried most of the trade. This booklet details the life of this rural line, noted for its fine countryside scenery.

Holne Publishing

Rails along the Derwent

£22.95



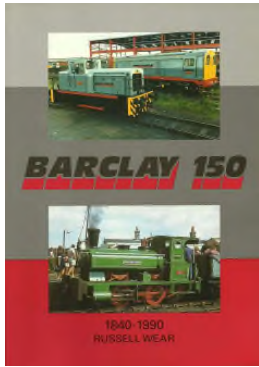
- **Authors** Jonathan Stockwell and Ian Drummond
- **Soft cover** 160 pages
- **Published** 15 December 2013
- **ISBN** 9780956331762

This is a history of The Derwent Valley Light Railway in Yorkshire. The Derwent Valley Light Railway became Britain's last surviving independent standard gauge pre-grouping Light Railway. The book features over 290 photographs both colour and black and white, most never published in book form before, with easy to follow colour maps and plans, as well as ephemera. It tells the story of the railway from its origins right up to the present day, including the role it played in World War Two. There are also sections on the locomotives, including some pioneering forms of motive power, and rolling stock. Those that worked on the line are also featured, as well as the revival of one section of the railway as an operating entity once more.

Barclay 150

£8.00

Members: £7.00



- **Author** Russell Wear
- **Soft cover** 96 pages
- **Published** 1990
- **ISBN** 9780954072629

This much sought-after book written by Russell Wear to commemorate the 150th anniversary of Andrew Barclay & Co Ltd (and its predecessors) is a must have book for anyone interested in this important Kilmarnock based locomotive builder.

Catalogue of Locomotives, Chapman & Furneaux 1898

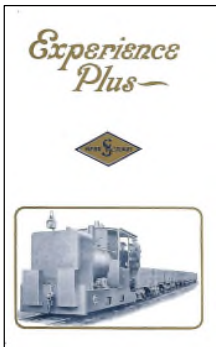
£7.00

Published in CD format with individual images and pdf file. Includes a brief history of the firm & its predecessors. Notes by Allan Baker.

Experience Plus

£6.50

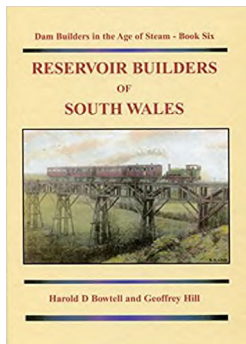
Members: £6.00



A reprint of a Kerr Stuart booklet on vertical boilered, geared locos.

Reservoir Builders of South Wales

£12.00



- **Authors** Harold D. Bowtell and Geoffrey Hill
- **Hard Cover** 136 pages
- **Published** 3 January 2006
- **ISBN** 9780954072629

This is Book 6 in the 'Dam Builders in the Age of Steam' series. It details the contracts awarded for building the reservoirs, the firms of contractors involved, with their plant and machinery, especially locomotives and the temporary railways laid down for their construction. The main period covered in this book is 1874 to 1939.

See the [Irwell Press website](#) for full title list. Titles in stock include:

Industrial Railways In Colour

A series of colour albums covering various regions of the UK, and compiled by authors familiar with that area. Each volume is 64 pages, hard cover. Volumes currently in stock are:

Industrial Railways in Colour - North West

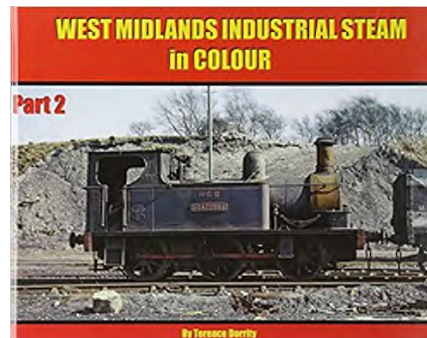
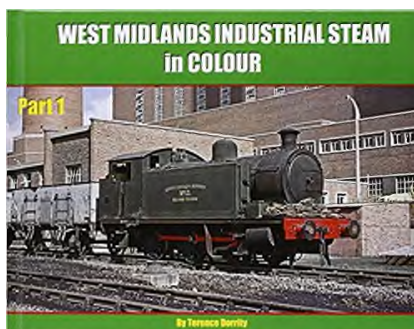
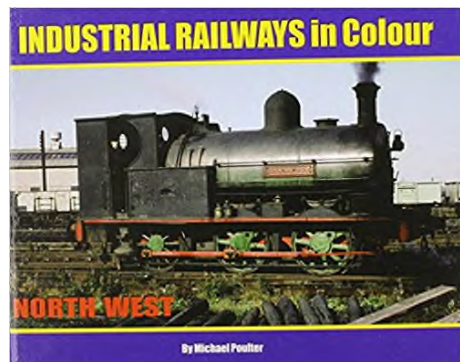
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West Midlands Industrial Steam In Colour Part 1

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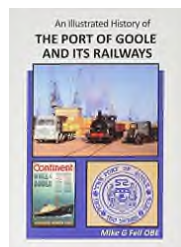
West Midlands Industrial Steam In Colour Part 2

£12.99



An Illustrated History of the Port of Goole and its Railways

£16.95



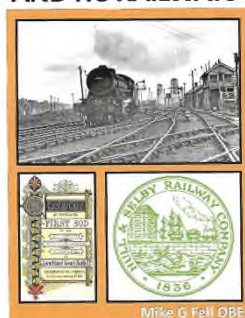
- **Author** Mike Fell
- **Soft cover** 120 pages
- **Published** 16 May 2016
- **ISBN** 9781906919825

This work is not intended to be a definitive history of the Port of Goole but an informative portrayal of the port, including its railway connections, past and present. The author was Assistant Docks Manager at Goole from March 1983 until June 1984.

An Illustrated History of the Port of Hull and its Railways

£22.95

An Illustrated History of
**THE PORT OF HULL
AND ITS RAILWAYS**



- **Author** Mike Fell
- **Soft Cover** 168 pages A4
- **Published** 4 April 2018 by Irwell Press
- **ISBN** 9781911262145

This is a companion to the author's previous two works, which dealt with King's Lynn and Goole. He was in charge of the Port of Hull for sixteen years from 1987 until 2003 and previously was a stevedoring operations manager at the port for three years from 1977 to 1979. The book describes the history of the port and its railways from the opening of Queen's Dock in 1778 until the present day. Hull was well-known for its fishing industry but that only formed a small part of the port's activities. It catered for a wide variety of cargoes and the export of coal from South Yorkshire, much of which arrived by train.

Kartenhaus

Schwartzkopff, 1852-1927

£13.00

Members: £10.00



- **Author** Berliner Maschinenbau AG
- **Soft cover** 240 pages
- **Published** Reprinted 2011
- **ISBN** 9783980408363

A history of the company from its founding to the retirement of Schwartzkopff in 1888 and of the company up to 1927. Illustrations of the works, including machine shops and locomotives under construction, offices, apprentice school, workers houses, and welfare institutions. Illustrations of products made, pit conveyors, compressors, locomotives powered by air, diesel, electric and steam, and road rollers steam and diesel. Illustrations of locomotives built for various parts of the world and the shipping arrangements. 3 sets of plans. German text.

Kempton Engine Trust

The Story of the Hampton and Kempton Park Waterworks Railway

£4.00

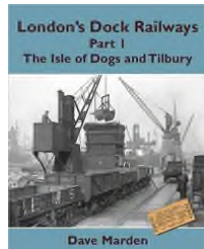


- **Author** Ron Howes
- **Soft cover** 28 pages
- **Published** 2003

Kestrel Books

London's Dock Railways Part 1: The Isle of Dogs & Tilbury

£15.95

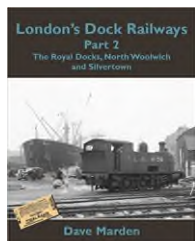


- **Author** Dave Marden
- **Soft cover** 120 pages
- **Published** November 2012
- **ISBN** 9781905505272

A well-illustrated study of the locomotives that worked on these railways, accompanied by maps and background information on the dock locations.

London's Dock Railways Part 2: The Royal Docks, North Woolwich & Silvertown

£16.95



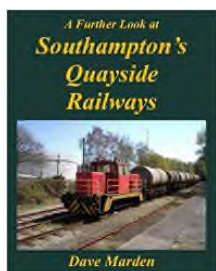
- **Author** Dave Marden
- **Soft cover** 136 pages
- **Published** November 2013
- **ISBN** 9781905505289

A well-illustrated study of the locomotives that worked on these railways, accompanied by maps and background information on the dock locations.

A Further Look at Southampton's Quayside Railways

£17.95

Members: £17.00



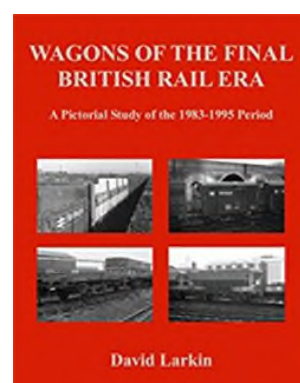
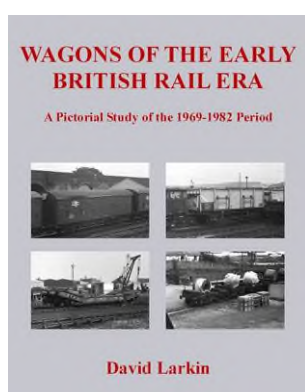
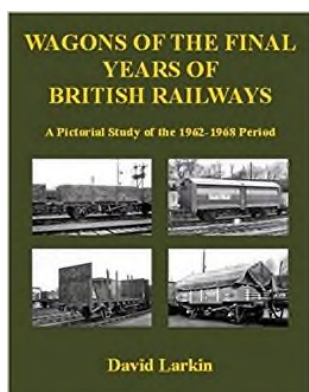
- **Author** Dave Marden
- **Soft cover** 176 pages
- **Published** 5 February 2009
- **ISBN** 9781905505128

A large-format pictorial history of the various waterside lines in the Southampton area.

Wagons of the British Railways Era

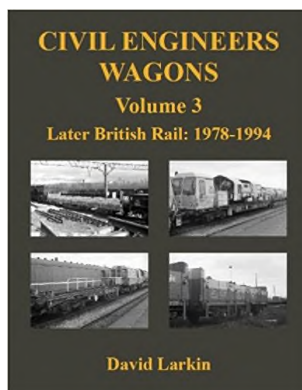
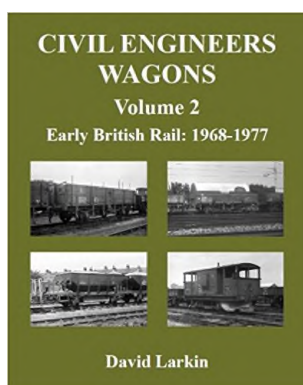
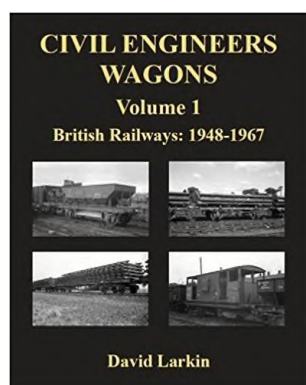
£14.00 (each)

A pictorial study compiled by David Larkin, each volume 96 pages A4, soft cover.



Civil Engineer's Wagons:

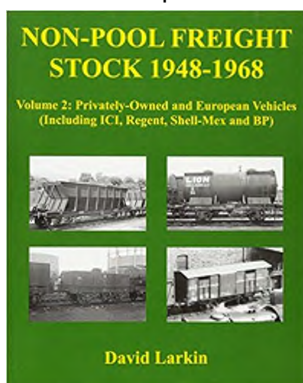
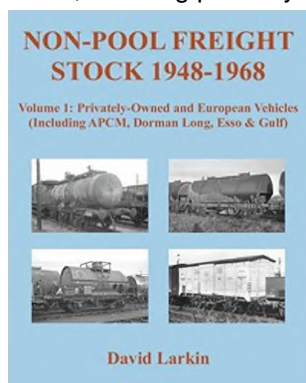
In a similar format to the 'Wagons of the British Railways Era', another set of three pictorial studies compiled by David Larkin, focussing on Civil Engineers wagons. Volume 1 is available at £14.00, Volumes 2 and 3 at £15.00.



Non-Pool Freight Stock

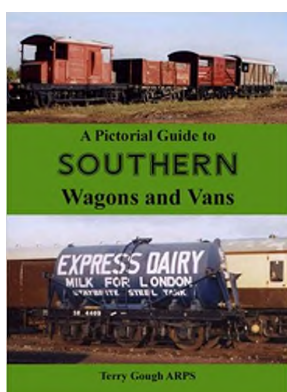
£16.00 (each)

Again, in a similar format to the 'Wagons of the British Railways Era', a further pair of pictorial studies compiled by David Larkin, covering privately owned and European vehicles.



A Pictorial Guide to Southern Wagons & Vans

£25.00



- **Author** Terry Gough
- **Hard Cover** 160 pages
- **Published** 29 November 2007
- **ISBN** 9781905505043

A comprehensive survey of Southern Region wagons, with full details, dimensions, livery details, variations and conversions for each.

Narrow Gauge View of North Wales 1955-1968

£19.95

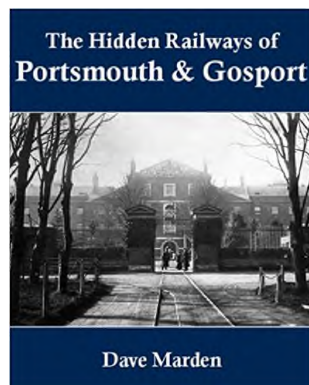


- **Author** Terry Gough
- **Hard Cover** 136 pages, 224mm x 279mm
- **Published** 23 July 2009
- **ISBN** 9781905505142

A photographic record of the renaissance of the narrow gauge lines of North Wales in the second half of the 20th century, by an accomplished railway photographer.

The Hidden Railways of Portsmouth and Gosport

£17.95



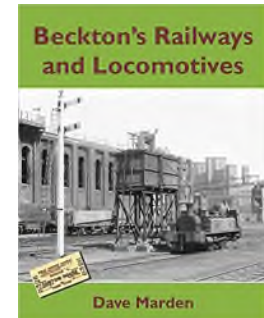
- **Author** Dave Marden
- **Soft cover** 168 pages, 215mm x 274mm
- **Published** 29 July 2011
- **ISBN** 9781905505227

This book looks at the lines around Portsmouth Harbour that were operated mainly by the Admiralty and the Military, bringing together data, illustrations and potted histories to give an insight into the locations and operation of these concealed railways. In Portsmouth the naval dockyard which was home to over 50 locomotives over the years, but other facilities included the Naval Armament Depots at Gosport, the Gunnery School at HMS Excellent on Whale Island and the Army's at Hilsea Ordnance Depot. Alongside several large scale construction projects, the dockyard branch lines are also included, and the industrial railway at Hilsea Gasworks, and Pounds Yard at Tipner. Features over 200 black and white illustrations.

Beckton's Railways and Locomotives

£17.95

Members: £17.00



- **Author** Dave Marden
- **Soft cover** 136 pages, 218mm x 274mm
- **Published** 11 September 2015
- **ISBN** 9781905505388

Beckton gasworks was the biggest in Europe with a huge internal railway operated by numerous and distinctive cut-down locomotives, in both the gasworks and the adjacent By-Products factory. Beckton's railways lasted for a century, during which time around a hundred locomotives saw service there. Also included are details of the neighbouring outfall and sewage works that had its own railway, and also saw a host of contractor's engines engaged there over the years.

Gerhard Knospe

Werkeisenbahnen im deutschen Steinkohlenbergbau und seine Dampflokomotiven Teil 1 - Daten, Fakten, Quellen

£53.00

Members: £50.00



- **Author** Gerhard Knospe
- **Hard cover** 840 pages, A4; 60 b/w photos, 40 coloured maps
- **Published** October 2018
- **ISBN** 9783981978407

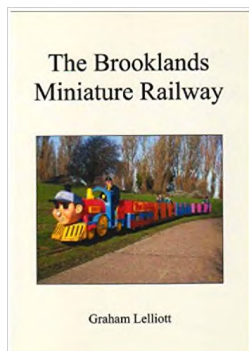
The aim of this work is to provide a detailed overview of the German coal industry and to provide the basis for further research. This first part describes the coal mining areas and reserves in Germany upto 1919. It also includes the areas occupied by Germany between 1938 and 1945. The period covered is c.1815–1995. An alphabetic listing of the mines is followed by a geographical, geological and mining history description with comprehensive information on their rail links and the steam locomotives (standard and

narrow gauge) which served them. More than 7500 footnotes list the sources, and also contain further interesting details. (technical data, valuations and other background information). There are also chapters on the development of transport within the mining areas. A chapter is also dedicated to the railway workers. German text.

Ziel des Werkes ist es einen detaillierten Überblick zum Thema Werkeisenbahnen im deutschen Steinkohlenbergbau zu geben und als Grundlage für eigene weitere Recherchen zu dienen. Der erste Teil beschreibt alle Steinkohlenreviere und -vorkommen Deutschlands in den Grenzen bis 1919. Es werden auch Gebiete betrachtet, die 1938–1945 zum Deutschen Reich gehörten. Betrachtet wird der Zeitraum von ca. 1815–1995. Einer geografischen, geologischen u. bergbaugeschichtlichen Beschreibung folgt eine alphabetische Auflistung der Gruben/Zechen mit umfassenden Daten zu den Anschlußbahnen, sowie die Auflistung dertort eingesetzten Dampflokomotiven (Normal- u. Schmalspur). In über 7.500 Fußnoten werden die Quellen aus Akten, Archiven, etc. benannt. Die Fußnoten enthalten zudem weitere interessante Details, wie techn. Daten, Geldwerte und viele weitere Hintergrundinformationen. Das Sammelwerk enthält auch Kapitel über die Entwicklung des Transport-wesens im Steinkohlenbergbau allgemein und des Lokomotiv- u. Rangierwesens. Auch dem Werkeisenbahner wurde ein eigenes Kapitel gewidmet.

The Brooklands Miniature Railway

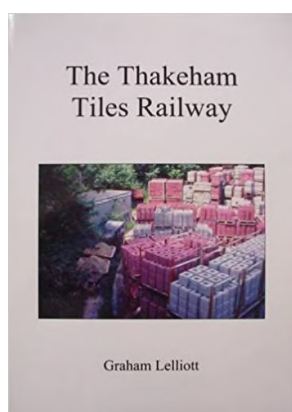
£4.99



- **Author** Graham Lelliott
- **Soft cover** 98 pages, 208mm x 144mm
- **Published** 1 June 2008
- **ISBN** 9780955389320

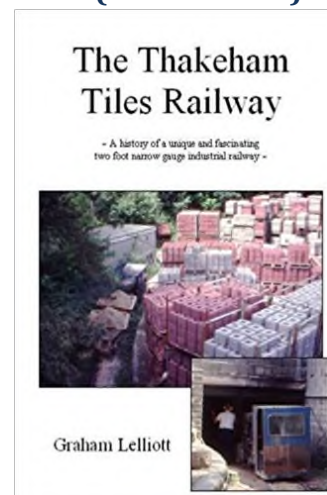
The Thakeham Tiles Railway

£4.99 (each Edition)



- **Author** Graham Lelliott
- **1st Edition**
- **Soft cover** 100 pages, 208mm x 144mm
- **Published** 1 June 2009
- **ISBN** 9780955389344
- **2nd Edition**
- **Soft cover** 101 pages, 208mm x 144mm
- **Published** 1 July 2014
- **ISBN** 978-0955389375

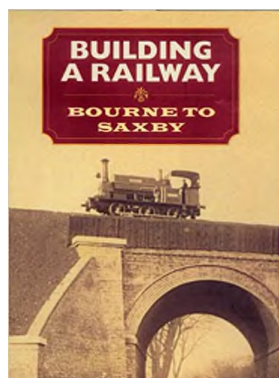
Both editions of the history of this two-foot gauge industrial railway are available.



Society for Lincolnshire History & Archaeology

Building a Railway – Bourne to Saxby

£20.00



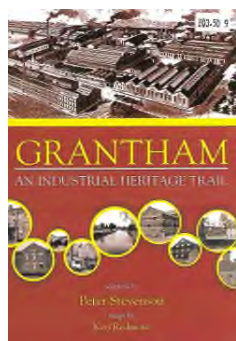
- **Author** Stewart Squires and Ken Hollamby
- **Hard cover** 144 pages, 235mm x 324mm
- **Published** September 2009
- **ISBN** 9780901503862

A joint publication of The Society for Lincolnshire History and Archaeology and The Lincoln Record Society. Charles Stansfield Wilson (1844-1893) was the engineer who supervised the civil works on the railway line from Saxby to Bourne. A keen amateur photographer, he took a series of photographs during the construction phase of the line from 1890 to 1893, 72 of which were mounted in an album. This volume presents a selection of these illustrations, accompanied by full and extensive captions which tell the story of the construction, and detail the work of the men and machines involved. There are pictures of the various stages of construction, of temporary and permanent engineering structures, and of the locomotives themselves. The volume also includes

other contemporary photographs of the Wilson family; colour photographs of what can be seen today; explanatory text, describing their significance in railway and social history; a biography of Wilson; and a history of the line and its construction. Includes 40 colour and 65 b/w illustrations.

Grantham – An Industrial Heritage Trail

£3.50

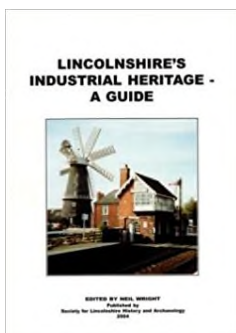


- **Author** Peter Stevenson
- **Hard cover** 28 pages, A5
- **Published** 2007
- **ISBN** 9780903582292

Grantham has a rich industrial past - from malting and brewing to machine making and engineering. Richard Hornsby took the name of the town across the world and many other companies in the nineteenth and twentieth centuries added to Grantham's prosperity and importance. Much of the town's industrial past has been swept away by modern development but this street by street guide identifies the many buildings and structures which remain, and brings the reader face to face with Grantham's impressive industrial heritage.

Lincolnshire's Industrial Heritage - A Guide

£4.50



- **Author** Neil R. Wright
- **Hard cover** 106 pages, A5
- **Published** Oct 2004
- **ISBN** 9780903582209

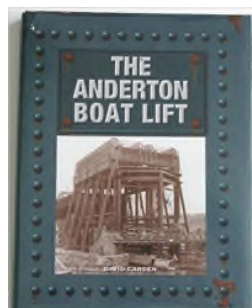
Winner of National Award, Association for Industrial Archaeology: Best Occasional Publication 2004. A comprehensive guide to the county's mills, railways, canals, bridges, factories and other important industrial remains. Over 400 entries - descriptive and historical information plus scores of photographs - arranged in a pocket-sized book.

Lightmoor Press/Black Dwarf

(Other titles available on request).

The Anderton Boat Lift

£22.50



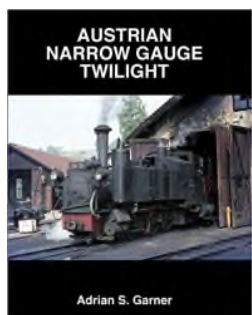
- **Author** David Carden
- **Hard Cover** 180 pages A4
- **Published** April 2000 (1st Edition)
- **ISBN** 9780953302864

Written by one of the consultant engineers closely associated with the restoration of this historic lift. The first boat lift at Anderton was designed by Edwin Clark and opened to traffic in 1875. Operated hydraulically, it lifted or lowered vessels the 50 feet between the Weaver Navigation and the Trent & Mersey Canal above. Between 1906 and 1908 it was converted to electrical operation, so the boat lift today is a mixture of Victorian and Edwardian engineering. This book, now in an updated third edition, looks at all aspects of the Anderton Boat Lift's eventful life; its conception and construction;

the conversion from hydraulic to electrical operation; and its operation, demise and eventual restoration. Along the way, the author considers the industry and transport systems of the Northwich area and the Staffordshire Potteries, and finishes with a brief look at the new boat lift opened in 2002 linking the Forth & Clyde and Union Canals in Scotland.

Austrian Narrow Gauge Twilight

£15.00



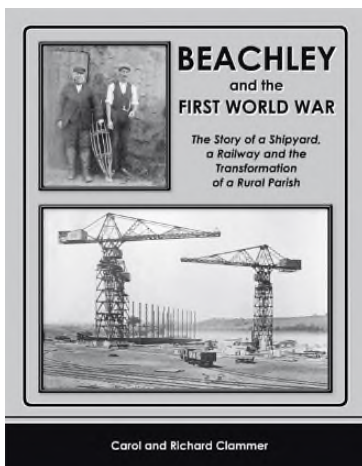
- **Author** Adrian S. Garner
- **Soft cover** 136 pages
- **Published** 16 November 2017
- **ISBN** 9781911038306

This book takes a tour around many of the narrow gauge railways in Austria whilst they were still being used as part of the local transport system. Most of the photographs depict the lines as they were some forty to fifty years ago and capture, with some nostalgia, their friendly nature just before their decline. Luckily many of the lines have been preserved or modernised but the era depicted in this book has been lost and can only be remembered through photographs.

Beachley and the First World War

£25.00

Members: £24.00

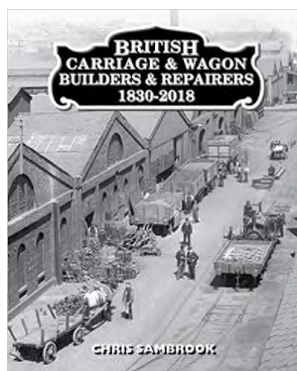


- **Author** Carol and Richard Clammer
- **Hard Cover** 192 pages A4
- **Published** 12 September 2017
- **ISBN** 9781911038269

In the early months of 1917 German U-Boats were sinking Allied merchant ships at a much faster rate than they could be replaced. To boost shipbuilding capacity three new shipyards on the banks of the Severn Estuary were planned, the largest of which was to be located on the rural Beachley Peninsula in Gloucestershire. At the end of the war the yard was still unfinished and the plan was abandoned, amidst accusations regarding its cost and alleged mismanagement. This book details the construction process and its impact on the local community. One chapter is devoted to the railway that was laid to serve the yard and an appendix lists all the locos employed. It is illustrated by a wide selection of photographs and documents.

British Carriage & Wagon Builders & Repairers 1830-2018

£30.00



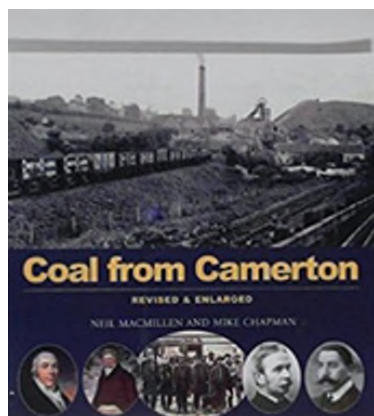
- **Author** Chris Sambrook
- **Hard Cover** 296 pages A4
- **Published** October 2019
- **ISBN** 9781911038634

Originally published in 2007 in a fairly small print run, this book has long been out of print but the opportunity has now been taken to produce this considerably enlarged edition. This book is the result of many years diligent research by the author. It details the many railway carriage and wagon building firms for which Great Britain was once noted. Not only are the big players, such as Charles Roberts, the Gloucester Railway Carriage & Wagon, the Birmingham Railway Carriage & Wagon and Hurst, Nelson, covered but so are many dozen of the smaller businesses, some almost one-man bands. Since the original publication date a large amount of new material has come to light adding greatly to the known number of wagon builders. In the

main this is due to the huge number of searchable nineteenth century newspaper pages that have become available digitally. It is fair to say that these have been interrogated by a number of people and it is likely that very few references to wagon building have escaped attention. The companies have been listed out alphabetically with the links between firms highlighted for ease of cross reference. This was necessary as many of the firms followed on one from another or had members of wagon building family dynasties connected with them – something which only became apparent when actually compiling the volume. This book makes a wonderful contribution to British industrial and railway history forming an invaluable source both for historians and for those with an interest in carriage and wagon production. This book is a natural companion to our private owner wagon series, detailing not only the various firms who built the wagons but also those that kept them in a reasonable state of repair.

Coal from Camerton

£15.00

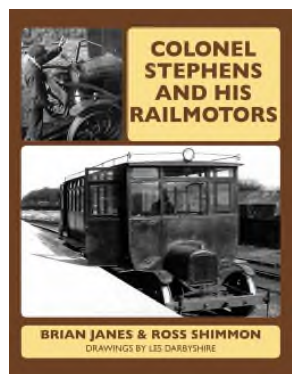


- **Authors** Neil Macmillen and Mike Chapman
- **Soft cover** 160 pages, 210mm x 210mm
- **Published** 1 May 2014
- **ISBN** 9781899889860

This is the story of one village in the Somerset coalfield, which reflected life in this part of Somerset for over two hundred years. It was an area isolated from the other coalfields in the Midlands and South Wales until the coming of the railways and it would prove to be one of the most contorted and faulted in the UK, the seams of coal being thin and rarely level. Mining here would call for different methods from other coalfields. As a result of the difficulties caused by the coalfield being heavily faulted the introduction of underground machinery and other improvements was often delayed. As a result, extraction became increasingly uneconomic during the 20th century, although some four thousand million tons of coal still remain untapped in the Somerset coalfield.

Colonel Stephens and his Railmotors

£22.50

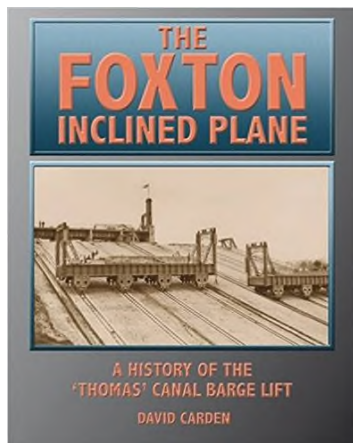


- **Authors** Brian Janes & Ross Shimmon
- **Hard Cover** 136 pages 210mm x 210mm
- **Published** 21st November 2018
- **ISBN** 9781911038481

Well-known for running independent light railways, Colonel Stephens was a pioneer of internal combustion and other railmotors to economise in their operation. The Weston, Clevedon & Portishead Railway, the Kent & East Sussex, the Shropshire and Montgomeryshire, and the Selsey Tramway all came to rely on these vehicles to maintain their services in the 1920s and 1930s. In the struggle to compete with ever improving road transport Stephens overcame a chronic lack of capital and limited early technology. The resultant vehicles were innovative, if flawed, moderately successful and full of character. This work details these pioneering vehicles, their trials and tribulations.

The Foxton Inclined Plane

£22.50

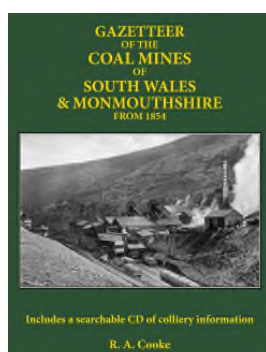


- **Author** David Carden
- **Hard Cover** 180 pages A4
- **Published** 20 November 2012
- **ISBN** 9781903599204

The Foxton Inclined Plane, completed in 1900, represented something between a grand gesture and a hopeful gamble by the Grand Junction Canal Company, facing competition from the railways. The GJCC's Engineer, Gordon Thomas, was feted for the ingenuity of its design and construction but history has deemed the Foxton Inclined Plane to be a failure. The complexity and cost of its operation caused it to be abandoned just ten years after it opened and Gordon Thomas' career also ended in ignominy. Author and civil engineer David Carden examines the case for the construction of the lift and the reasons for its swift decline. He also looks at the proposal for a second inclined plane at Watford. The work of the Foxton Inclined Plane Trust in conserving what remains and in establishing a museum on site in a reconstructed engine house is also addressed.

Gazetteer of the Coal Mines of South Wales and Monmouthshire from 1854

£30.00

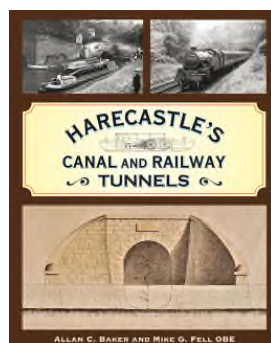


- **Author** R A Cooke
- **Hard cover** 192 pages, 215mm x 275mm
- **Published** August 2018
- **ISBN** 9781911038375

This gives details of all known South Wales collieries on a fully searchable CD included with the book. The book itself contains a series of maps that locate each colliery and a selection of photographs to give a flavour of the coalfield. In writing this book the author consulted many reference sources to enable all of the information to be collated together for the first time across an entire coalfield. The information given includes all relevant dates, ownership details and changes, selected output figures and manpower, together with site maps where possible.

Harecastle's Canal and Railway Tunnels

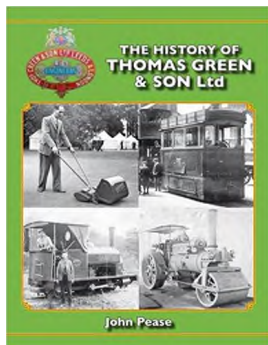
£25.00



- **Author** Allan C. Baker and Mike G. Fell
- **Hard Cover** 208 pages
- **Published** October 2019
- **ISBN** 9781911038627

This book traces the history of the two canal and three railway tunnels once owned by the North Staffordshire Railway (NSR) that have been driven through Harecastle Hill in North Staffordshire, together with coal and ironstone mining which took place in the vicinity of the tunnels. Once vital transport arteries, only one of the tunnels remains in use today – Telford's canal tunnel opened in 1827, through which tugs powered by electricity once operated. James Brindley's earlier pioneering tunnel opened in 1775 was closed in 1918. This was once the longest transport tunnel in the world.

The three railway tunnels were opened in 1848 after the NSR had acquired the Trent & Mersey Canal; two of them known as 'south' and 'middle' were taken out of use in 1966 following the diversion of the railway around Harecastle Hill as part of British Railways' West Coast Main Line electrification scheme, on the route from Colwich via Stoke-on-Trent, Kidsgrove and Macclesfield to Manchester Piccadilly. The third 'north' tunnel was opened out as part of this scheme but a new railway tunnel had to be built just to the south of Kidsgrove; that and the railway diversion scheme are also dealt with in the book. The authors' extensive research is presented here for the first time in this fascinating and well illustrated volume.



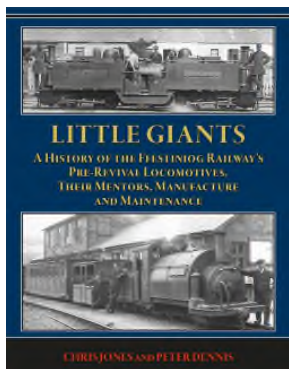
- **Author** John Pease
- **Hard Cover** 152 pages A4
- **Published** 7 March 2014
- **ISBN** 9781899889815

Thomas Green & Son, of Leeds & London, produced a prolific range of products but today are known principally for their road rollers, lawnmowers, tram engines and tank locomotives. All of these products are profusely illustrated in this book, written by a Leeds industrial historian. It covers the complete history of the company and its products, including the key people who influenced the business.

Little Giants – A History of the Ffestiniog Railway’s Pre-Revival Locomotives

£60.00

Members: £57.00



- **Authors** Chris Jones and Peter Dennis
- **Hard Cover** 592 pages 275mm x 215mm
- **Published** 2018
- **ISBN** 9781911038436

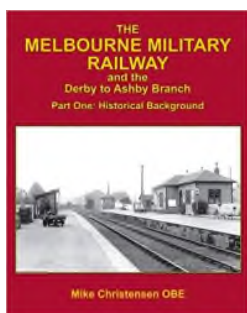
This study of the Ffestiniog Railway’s locomotives takes advantage of on-line newspaper records and the recent cataloguing of the Ffestiniog’s own archives to produce an authoritative record of not only the technical evolution of the engines but also the lives and interactions of those involved with them. Access to the railway’s vast collection of photographs, documents, letters and drawings has enabled a highly detailed picture of the history to be drawn. Many of these records are included in the text to help tell the locomotives’ story and that of the social history surrounding their evolution and operation. It covers the ‘business networking’ of Victorian railway engineers and its role in the development of the locomotives and their influence on many

other lines worldwide. Archive research has also been used to shed light on the lives of those who worked on the footplate. The railway was extensively photographed and this book reproduces many of those images at a large size, commensurate with their quality. The book covers the period of operation from the earliest horse-drawn days until temporary closure in 1946. This has been done in strictly chronological order, allowing the reader to see when and why key decisions were made. The railway’s extensive locomotive maintenance records have been exploited to give a more detailed picture than has previously been published, illustrating the engines’ development, operation and decline over the period.

The authors are both long-term volunteers on the railway and members of the Ffestiniog Railway Heritage Group. Peter Dennis was also on the permanent staff for fifteen years.

The Melbourne Military Railway Part 1: Historical Background

£25.00

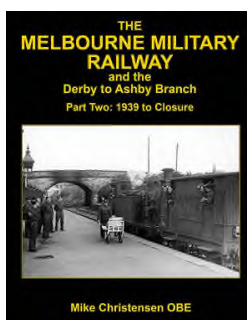


- **Author** Mike Christensen
- **Hard Cover** 192 pages
- **Published** September 2018
- **ISBN** 9781911038443

This book (Part 1) covers the history, prior to World War Two, of what was to become the Melbourne Military Railway. It deals with the period from getting it built, through its life as the Derby to Ashby branch line, until the military took over. There is detailed information about the building and running of the line, with plenty of photos, maps and original construction schematics.

The Melbourne Military Railway Part 2: 1939 to Closure **NEW**

£35.00



- **Author** Mike Christensen
- **Hard Cover** 312 pages 275mm x 215mm
- **Published** November 2020
- **ISBN** 9781911038795

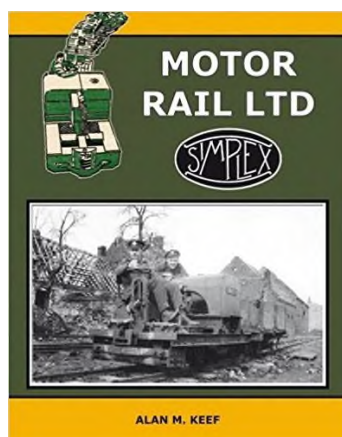
From late 1939 to the end of 1944, the War Department leased most of the branch line from Derby to Ashby de la Zouch to provide for training Army Railwaymen. This second part of the narrative recounts the operation of the line by the War Department for civilian traffic as well as training purposes, and the post-war years up to closure.



- **Author** Alan Keef
- **Hard Cover** 240 pages, 210mm x 210mm
- **Published** 12 September 2017
- **ISBN** 9781911038276

In 1923 Motor Rail produced a complete product catalogue extending to 126 pages. It is reproduced here in full, accompanied by a comprehensive selection of other brochures and leaflets from the archives, covering all aspects of the company's wide range of products in the fields of rail transport and materials handling. These are supplemented with explanatory captions and photographs of Motor Rail products in use.

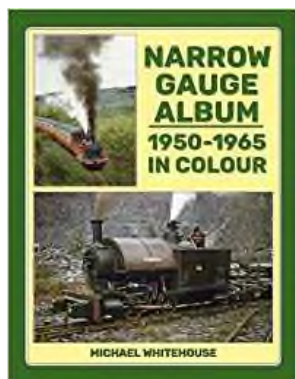
Motor Rail Ltd



- **Author** Alan Keef
- **Hard Cover** 152 pages A4
- **Published** 27 May 2016
- **ISBN** 9781911038092

The Motor Rail & Tram Car Co. Ltd was an offshoot of the East India Tramways Co. Ltd which had been formed in 1884 to build and operate a tram system in Karachi. This book explains the history of Motor Rail under the Abbott family, from the design of the original 'Simplex' gearbox, through the supply of light railway tractors during the First World War and the expansion of the locomotive business with worldwide sales (and the problems in South Africa after the Second World War). It then records the attempts at product diversification under new owners after 1965 and the eventual winding up of Motor Rail in 1987, when Alan Keef Ltd bought the company's remaining rail assets. Finally, it looks at the histories of some of the extant locomotives. The book is illustrated with over 200 photographs covering the full product range of the company.

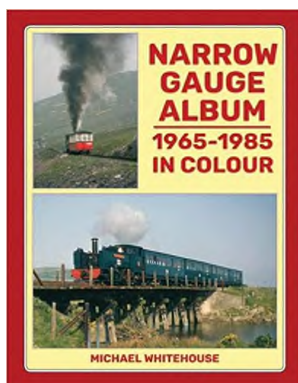
Narrow Gauge Album 1950-1965 in Colour



- **Authors** Michael Whitehouse
- **Hard Cover** 208 pages 275mm x 215mm
- **Published** 5th October 2018
- **ISBN** 9781911038498

Narrow gauge railways allowed remote areas to be connected to the outside world for a fraction of the cost of a full size railway, their inhabitants no longer isolated from the benefits of travel and trade. However, as roads improved and the motor vehicle gained the upper hand, by the 1950s the narrow gauge systems that remained faced a bleak future. A few were fortunate to attract the attention of a new breed, 'preservationists', pioneers in a new field who initially just wanted to save something of what was about to be lost forever but who also recognised the potential of the lines that they were bent on saving. One such was Patrick Whitehouse, who not only took an

active part in the movement but who also travelled far and wide to photograph many of the narrow-gauge lines and systems before they were lost. In 1957 his Narrow Gauge Album brought many of these wonderful but obscure railways to the attention of thousands of other enthusiasts, some of whom followed in his footsteps with their cameras. Now his son Michael has used family and other archives to compile a similar album for the 21st century, accompanied by essays from a variety of well-known names and sources. Several of the lines featured within these pages were saved: the Welshpool & Llanfair, the Ffestiniog, the Talylyn and, the Vale of Rheidol, form between them a core part of the narrow gauge lines of North Wales that now attract tourists in their thousands, together with the Snowdon Mountain Railway. The Isle of Man Railway is also still with us, albeit much reduced from the era here depicted, but the sizeable Welsh slate quarry systems were just too complicated and industrial to save; the English ironstone systems have also gone along with the industry they served, now largely eradicated from the landscape. In Ireland, the Cavan & Leitrim, West Clare and County Donegal are all long closed but have short preserved lines on a part of their routes. This book records many of these lines and the myriad range of locomotives that worked them.



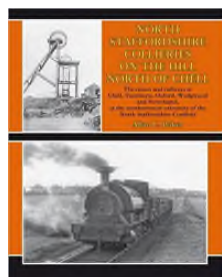
- **Authors** Michael Whitehouse
- **Hard Cover** 224 pages
- **Published** 14th November 2019
- **ISBN** 9781911038696

Narrow gauge railways in the British Isles following the Second World War were either on their last legs, had already closed or were about to. The passenger narrow gauge lines in Ireland had all gone by the 1960s and those in Scotland had perished long before. Preservation, in the form of voluntary run railways, was in its infancy. The Talylyn was the first, followed closely by the Festiniog Railway, although the majority of the survivors were still commercially run, the Snowdon Mountain, Vale of Rheidol and Isle of Man being examples. 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. This book charts their progress in colour pictures, as the railways hastened to get themselves fit enough to carry larger numbers of passengers than had ever been dreamed of.

North Staffordshire Collieries on the Hill North of Chell

£7.50

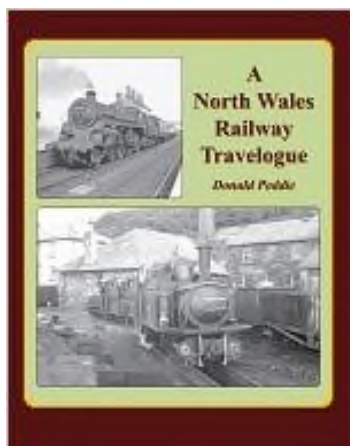


- **Author** Allan C. Baker
- **Soft cover** 64 pages A4
- **ISBN** 9781899889846

A short history of the mines and railways at Chell, Turnhurst, Oxford, Wedgwood and Newchapel, situated at the northernmost extremity of the North Staffordshire Coalfield

A North Wales Travelogue

£10.00

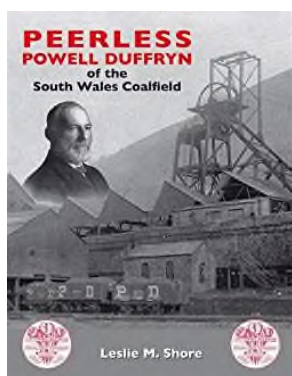


- **Author** Donald Peddie
- **Soft cover** 96 pages A4
- **Published** 1 June 2008
- **ISBN** 9781899889921

Donald Peddie's late father Ian, on family holidays to various of the North Wales coast resorts in the late 1950s and early 1960s, captured the early days of Welsh narrow gauge railway preservation, along with some of the other narrow gauge systems which were still commercially operational: the various quarry systems such as Bethesda, Dinorwic, Pen-yr-orsedd and Penrhyn. However, having a Scottish Region lineside photographic pass, it was not too difficult to make arrangements to visit standard gauge lines and sites, including the locomotive depots at Llandudno Junction, Aberystwyth and Machynlleth. Other standard gauge locations covered include Afon Wen Junction and the Cambrian line around Crickieth.

Peerless Powell Duffryn of the South Wales Coalfield

£24.99

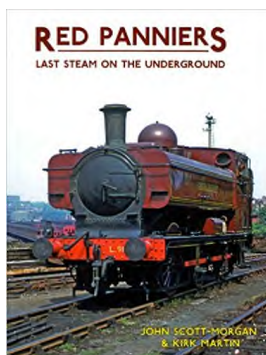


- **Author** Leslie M. Shore
- **Hard Cover** 240 pages A4
- **Published** 1 August 2012
- **ISBN** 9781899889679

Sir George Elliot founded Powell Duffryn Steam Coal Company in 1864. He ran the company in a style that concerned the company's shareholders but in 1883 put Edmund Mills Hann, a County Durham mining engineer, in charge of the company's collieries. Hann introduced engineering improvements to ensure that the PD collieries in the Cynon and Rhymney Valleys became models of efficiency. In spite of industrial conflict and natural disasters, by 1914, PD was a byword for Welsh steam coal around the globe. In 1935, Edmund Lawrence Hann led the merger of PD with Welsh Associated Collieries to create the most powerful company in British coal mining. This book offers the first full history about Powell Duffryn as a coal company.

Red Panniers – Last Steam on the Underground

£27.00

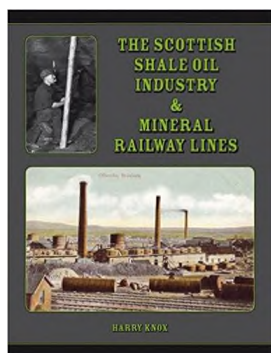


- **Authors** John Scott-Morgan and Kirk Martin
- **Hard Cover** 176 pages A4
- **Published** 30 June 2008
- **ISBN** 9781899889297

This is the story of the thirteen ex-Great Western Railway '57XX' pannier tanks that passed into the ownership of London Transport. Based at both Neasden and Lillie Bridge Depots between 1957 and 1971, they handled much of the engineering traffic over surface and sub-surface lines and are particularly remembered for the spoil trains to Watford Tip. This comprehensive study of the 'Red Panniers' gathers together many previously unpublished images of the locomotives, including a number taken at night and underground - the usual time and place where the panniers could be found at work.

The Scottish Shale Oil Industry & Mineral Railways

£25.00

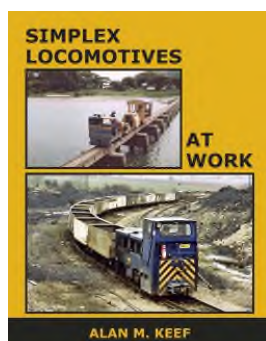


- **Author** Harry Knox
- **Hard Cover** 232 pages A4
- **Published** 20 February 2013
- **ISBN** 9781899889730

The Scottish Shale Oil Industry was to prove a world first, where mineral oils were produced for the first time, from the oilbearing shale lying below the county of West Lothian, and in an operation on an industrial scale. This enterprise, from the early beginnings in 1851, expanded into an extensive oil producing and refining industry which competed successfully against the increasing tide of imported petroleum and continued in operation until 1962. It remains today a source of great pride with an ongoing legacy. This is the story.

Simplex Locomotives at Work

£15.00



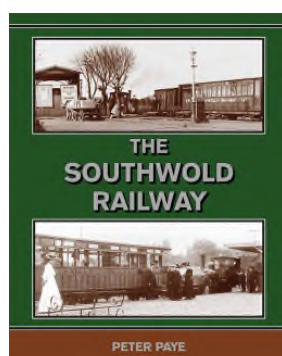
- **Author** Alan M. Keef
- **Hard Cover** 96 pages A4
- **Published** 25 April 2019
- **ISBN** 9781911038559

The locomotives built by Motor Rail Ltd and its successors over a period of some seventy years were sold across the world and many of them are in regular use to this day. The design was based around the development of an equal speed forward and reverse gearbox for the petrol tramcars on the East India Tramways in Karachi in 1910, of which John Dixon Abbott was Chief Engineer. It was not until 1916 that the first locomotives were built for use behind the trenches of the First World War and to which some 1,200 were eventually supplied. This book demonstrates all this in pictures, many of which have not been seen before, with captions detailing their history and where they are

operating at the time. The brand name of Simplex became synonymous with a design which was very much mass produced before that concept became the norm but the product has stood the test of time with many putting in fifty years of service before changed circumstances and other methods of materials handling overtook them.

The Southwold Railway

£25.00



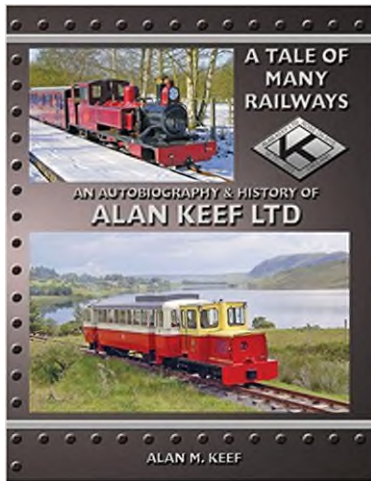
- **Author** Peter Paye
- **Hard cover** 248 pages, 215mm x 275mm
- **Published** September 2018
- **ISBN** 9781911038429

The coming of the railways to East Suffolk in 1859 saw the ancient coastal town and port of Southwold being by-passed some seven miles to the west where a station was established at Halesworth. After several abortive attempts to provide a tramway between the two towns, an Act was passed in 1876 sanctioning the building of a line to a narrow gauge in order to minimise costs. Construction was relatively easy and the 3 feet gauge Southwold Railway opened in 1879. For five decades, with varying degrees of prosperity, the railway provided reasonable and adequate services to the locality and acted as a feeder to the GER, but issues always persisted with Southwold Corporation which was undecided as to its relationship with the company. The SR

directors attempted to persuade the GER in 1893, and the L&NER in 1923, to purchase the undertaking. Attempts were also made to convert the SR to standard gauge to obviate the double handling of goods at Halesworth, particularly in respect of the intended extension of the Mid Suffolk Light Railway from Laxfield and the redevelopment of Southwold Harbour. The railway suffered from a lack of through running facilities, antiquated rolling stock, and minimal maintenance during World War One. The introduction of competitive bus services led to the closure the line in 1929. The stock was stored but despite attempts to resurrect the system it succumbed to the World War Two drive for scrap metal.

A Tale of Many Railways. An Autobiography & History of Alan Keef Ltd.

£30.00



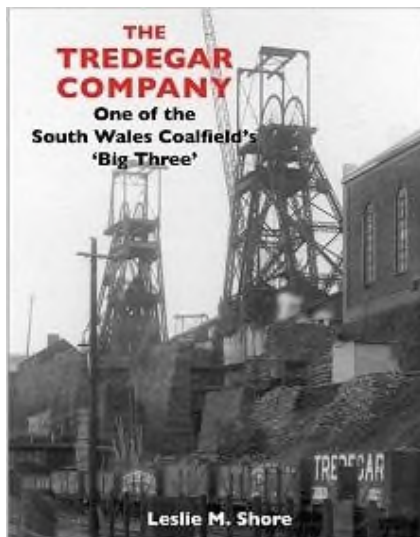
- **Author** Alan M. Keef
- **Hard Cover** 192 pages A4
- **Published** 30 August 2008
- **ISBN** 9781899889303

In this book Alan Keef himself documents the history of his firm and its products. Despite coinciding with the virtual demise of the industrial narrow gauge railway, his family company moved on to include the leisure industry, heritage railways and a rebirth of the large-scale garden railway. This book details the trials and tribulations of building a world-wide business from scratch. For the steam enthusiast, there are details of the various locomotives that have been overhauled and rebuilt, in addition to those that have been built new. Over 200 photographs, mostly in colour, document the eighty or so new locomotives built up to the time of publication. There are also details of some of the other very odd applications for which Alan Keef Ltd have built railways, such as launching tracks for lifeboats, industrial monorails and projects that never happened. Whilst everything the company makes tends to be slightly different, for the modeller there are scale drawings of the standard designs, which can then be customised. Additional chapters include details

of the author's other interests in boats, matters ecclesiastical and family life in general.

The Tredegar Company, One of the South Wales Coalfield's Big Three

£25.00



- **Author** Leslie M. Shore
- **Hard Cover** 208 pages A4
- **Published** 26 April 2017
- **ISBN** 9781911038207

In the nineteenth century the Tredegar iron works operated at the head of the Sirhowy Valley on land owned by the Morgan family, near the city of Newport. During the Railway Age, the works supplied iron rail to the world and after 1840 the company's sale of steam coal boomed. In 1873, the Tredegar Iron & Coal Company acquired the assets of the Tredegar Iron Company. From 1898, coal was mined at McLaren Colliery and the company went on to open Oakdale Navigation Collieries, Markham Colliery and Wyllie Colliery. It also built model villages to house the families of miners. In a climate of industrial conflict and political change the company became one of the 'Big Three' of the South Wales Coalfield. This is a history of the Tredegar Company with an account of the fate of the company's collieries under National Coal Board control.

Liliputbahnen in Dusseldorf

£14.00



- **Authors** Wolfgang Sievers
- **Hard Cover** 88 pages
- **Published** 2016

In this work Wolfgang Sievers narrates the story of the railways that the Rheinbahn organised for the "GeSoLei" exhibition in 1926 and the "Great Exhibition of a Creative People" in 1937. Clear traces of the two exhibitions remain in Düsseldorf to this day, in the city centre and in the North Park. The steam railway was a visitor attraction and linked the exhibition halls with the surrounding parks. The three steam locos supplied by Krauss, Munich, for the 1926 exhibition, and the three by Krupp, Essen for the 1937 event are still in use today, in Germany and Britain. The author has assembled a wealth of documentation on these locomotives, supplemented by details of other similar locos built by Krauss and Krupp. Chapters also cover the transport organised by the Rheinbahn for the exhibitions. Modern day photos allow the reader to identify the exhibition sites. This comprehensive account is illustrated by hitherto unpublished b&w photos and numerous coloured diagrams and plans.

Unter dem Titel "Liliputbahnen in Düsseldorf" stellt Wolfgang Sievers die Geschichte der beiden Ausstellungsbahnen vor, die die Rheinbahn 1926 und 1937 bei der "GeSoLei" und der Großen Reichsausstellung "Schaffendes Volk" betrieb. Beide Ausstellungen haben im Düsseldorfer Stadtbild deutliche Spuren hinterlassen, so den Ehrenhof im Zentrum und den Nordpark im Norden der Stadt.

Als Attraktion für die Besucher der Ausstellungen verband - damals zeitgemäß - eine dampfbetriebene Liliputbahn die Messehallen und Parkanlagen. Sowohl die drei von Krauss & Co. in München für die "GeSoLei" 1926 gebauten Dampflokotiven als auch die drei von der Essener Firma Krupp 1937 für das "Schaffende Volk" gebauten Maschinen sind noch heute bei deutschen Parkbahnen bzw. bei Bahnen in Großbritannien vorhanden.

Auf 88 Seiten hat Wolfgang Sievers eine Fülle von Dokumenten rund um diese Lokomotiven und ihren Verbleib zusammengestellt. Ein umfangreicher Statistikeil aller von Krauss & Co. und Krupp gebauten bauartgleichen Lokomotiven ergänzt die Abhandlung.

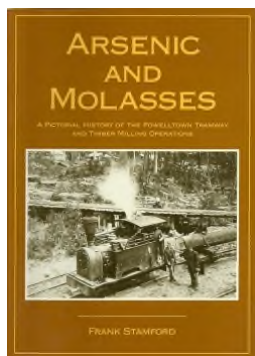
Eigene Kapitel widmen sich dem Ausstellungsverkehr der Rheinbahn zu den Veranstaltungsorten.

Anhand heutiger Aufnahmen kann der Leser die Örtlichkeiten der damaligen Ausstellungen nachvollziehen.

Die umfassende Darstellung ist mit vielen, bislang unveröffentlichten S/W-Fotos, zahlreichen Farbaufnahmen, Zeichnungen und Plänen illustriert.

Arsenic and Molasses

£16.00 (hard cover), £13.00 (soft)

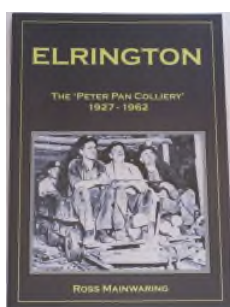


- **Author** Frank Stamford
- **Hard/Soft cover** 88 pages A4
- **Published** 1998
- **ISBN** 9780909340346

A pictorial history of the Powelltown Tramway and timber milling operations. This is a companion volume to *Powelltown Centenary*. All the photographs are different to those published in that book. 103 photographs, 7 maps and diagrams.

Elrington-The Peter Pan Colliery 1927-1962

£15.00



- **Author** Ross Mainwaring
- **Soft cover** 96 pages, 300mm x 220mm
- **Published** 2009
- **ISBN** 9780909340476

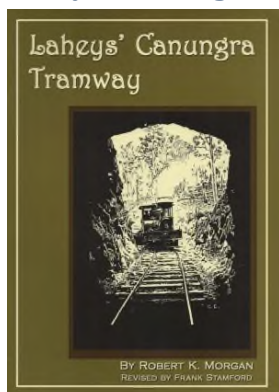
This is a history of a coalmine near Cessnock, New South Wales, established by the Broken Hill Proprietary Co. Ltd in 1927 to supply coal to its Newcastle steelworks. At that time, BHP was purchasing coal from other suppliers, and both the cost and the reliability of supply was a great concern to the company. Other coalmines were still using nineteenth-century methods of extraction, and BHP's intention was to pioneer the use of modern coal extraction technology at Elrington.

This book describes the technology used, and the problems the company faced in introducing it including the effects of the Great Depression in the 1930s, and the reluctance of a conservative workforce to embrace new techniques. The author also looks at the working conditions and social life of the miners and their families. Details of the standard gauge railway which served the mine are also given.

After closure of the mine in 1962, BHP opened an engineering works at the Elrington mine workshops. Its history is recorded in this book. For various reasons Elrington colliery never achieved its planned output of 3000 tonnes a day. Like Peter Pan, Elrington colliery never grew up.

Laheys' Canungra Tramway

£7.50

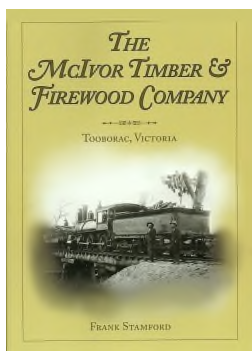


- **Author** Robert K. Morgan
- **Soft cover** 32 pages
- **Published** 2000 (Latest Edition)
- **ISBN** 9780909340407

The Laheys' Canungra Tramway Tunnel is important in demonstrating the pattern of Queensland's history as an example of a privately built, owned and operated tramway. It is also important as a product of the development of the early timber getting and milling industries in Queensland.

The Mclvor Timber and Firewood Company

£16.50



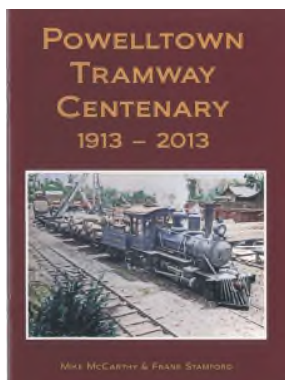
- **Author** Frank Stamford
- **Soft cover** 104 pages A4
- **Published** August 2014
- **ISBN** 9780909340513

This book presents the history of the Mclvor Timber & Firewood Company. The company operated from 1906 to 1927. Its main product was firewood for the Bendigo and Melbourne markets. To transport the firewood the Company built 5ft 3in gauge tramways from Tooborac to Mitchell's Creek, Puckapunyal, Moormbool West and Cherrington.

The book contains 103 photographs, 23 maps and diagrams, references, and index.

Powelltown Tramway Centenary 1913-2013

£7.00

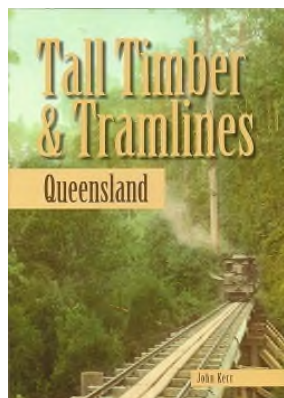


- **Authors** Mike McCarthy & Frank Stamford
- **Soft cover** 32 pages A4
- **Published** 2013
- **ISBN** 9780909340506

This book uses the original survey plans which contain information not previously published. The tramway provided passenger services and carried goods for the settlers along the Little Yarra valley. Opened in the latter half of 1913, the last train ran in July 1944, as logging roads had been upgraded sufficiently to carry sawn timber by road.

Tall Timber & Tramlines Queensland

£17.50



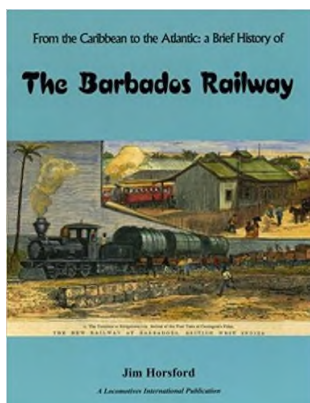
- **Author** John Kerr
- **Soft cover** 104 pages A4
- **Published** 2009
- **ISBN** 9780909340469

When the Australian timber industry was first developing in the 19th Century, transport was a major problem. One solution was to use railways of the most primitive sort using horse haulage, wooden rails, steep grades, sharp curves and few earthworks. Thus was born the timber tramway. Some were more advanced, using steam locos and steel rails, but all had a character of their own, far removed from conventional railways. In Queensland they operated from the 1860s to the 1930s and this book sets out to describe all those known to the author.

Locomotives International/Mainline & Maritime

The Barbados Railway

£5.00

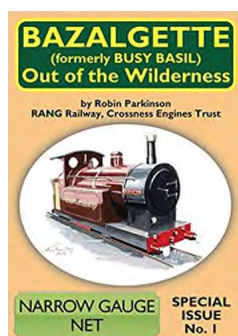


- **Author** Jim Horsford
- **Soft cover** 72 pages, 150mm x 210mm
- **Published** 1 July 2001
- **ISBN** 9781900340120

A history of the Barbados Railway, illustrated by numerous maps and black & white photographs. Includes coverage of both the 3'6" and 2'6" gauge eras, route description, and detailed descriptions of train services, locomotives and rolling stock.

Bazalgette (formerly Busy Basil) – out of the Wilderness

£4.50

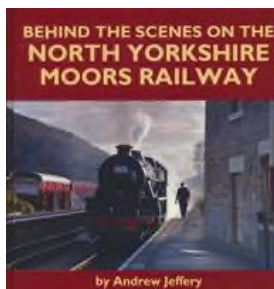


- **Author** Robin Parkinson
- **Soft cover** 16 pages A5
- **Published** December 2019
- **ISBN** 9781900340564

The first Narrow Gauge Net Special Issue documents the life and times of both the locomotive Bazalgette (formerly Busy Basil), and the Garden Festival Railways (the loco worked at the Stoke-on-Trent Festival).

Behind the Scenes on the North Yorkshire Moors Railway **NEW**

£17.95

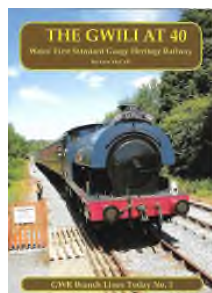


- **Author** Andrew Jeffrey
- **Soft cover** 96 pages 227mm x 224mm
- **Published** June 2020
- **ISBN** 9781900340618

This illustrated album takes the reader on a behind-the-scenes tour of the North Yorkshire Moors Railway. The author, a volunteer on the line, is an acclaimed photographer whose images bring the railway to life in an informative and entertaining way.

The Gwili Railway at 40

£12.95



- **Author** Iain McCall
- **Soft cover** 80 pages A4
- **Published** June 2018
- **ISBN** 9781900340519

This book describes the history of the Gwili Railway, which was Wales' first standard gauge preserved railway.

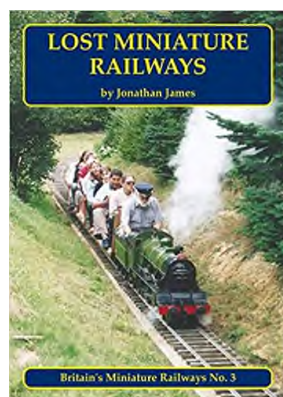
International Railway Memories

Intended as a series of archive colour photo albums, two volumes have been published to date, each at **£9.95**:



Lost Miniature Railways **NEW**

£12.95



- **Author** Jonathan James
- **Soft cover** 64 pages A4
- **Published** June 2020
- **ISBN** 9781900340670

The simple and lightweight construction, with minimal land requirements, means that miniature railways can be quite ephemeral in nature. The author, a much published writer on the miniature railway scene, both in the UK and overseas, has put together this collection of 37 miniature railways from around the UK which are no longer with us. Each line has a chapter of its own, consisting of a brief outline of the line's history and route, along with a selection of photographs which illustrate the character of the featured railway.

LOST TREASURES OF CUBA



- **Author** Uwe Bergmann
- **Soft cover** 39 pages
- **Published** 15 February 2016
- **ISBN** 9781900340434

A collection of works photographs showing motive power in Cuba.

Mallet Locomotives of Western Europe – Narrow Gauge



- **Author** John Organ
- **Soft cover** 64 pages
- **Published** October 2019
- **ISBN** 9781900340571

An illustrated review of these popular and distinctive locomotives, whose system of articulation enabled them to operate over challenging routes through some of the continent's most spectacular scenery.

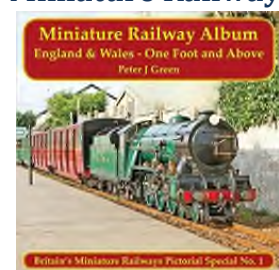
Miniature Railway Album, England and Wales Less Than One Foot Gauge



- **Author** Peter J. Green
- **Soft cover** 112 pages
- **Published** October 2019
- **ISBN** 9781900340533

This book is an album of photographs covering all railways with a gauge of over 12 inches, so predominantly 15-inch gauge, plus the primary 12.25-inch lines. Photographs are all taken in the modern era, and most are large and of good quality, printed on gloss paper to bring out the detail.

Miniature Railway Album, England and Wales One Foot and Above



- **Author** Peter J. Green
- **Soft cover** 112 pages
- **Published** 12 May 2017
- **ISBN** 9781900340441

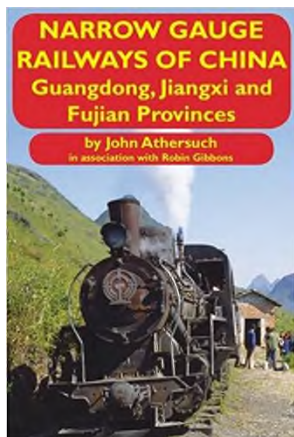
This book is an album of photographs covering all railways with a gauge of over 12 inches, so predominantly 15-inch gauge, plus the primary 12.25-inch lines. Photographs are all taken in the modern era, and most are large and of good quality, printed on gloss paper to bring out the detail.

Narrow Gauge Net Summer Specials

No.1 (2014), No.2 (2015), No.3 (2016), No. 4 (2017) and No.5 (2018)

An annual magazine, each 64 pages

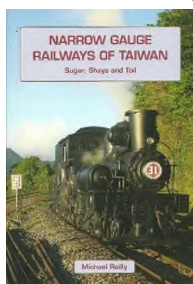




- **Author** John Athersuch
- **Soft cover** 80 pages
- **Published** 1 May 2015
- **ISBN** 9781900340335

In the mid 1980's the author worked in Guangzhou in southern China. Whilst there he visited six narrow gauge lines each with active steam belonging to four classes. These were first documented by him in "The Narrow Gauge" volume 118. Subsequently, the information he obtained was augmented and formed the basis for this book, which also includes information and pictures of several "non-steam" lines he encountered in Guangdong and Jiangxi Provinces. For more information see the author's [website](#)

Narrow Gauge Railways of Taiwan - Sugar, Shays and Toil



- **Author** Ian Thomson-Newman
- **Soft Cover** 144 pages
- **Published** February 2018
- **ISBN** 9781900340465

Over half the pages relate to industrial locations - coal mining, sugar cane and timber. A large number of photos, black and white and colour, showing many locos at these locations - both steam and diesel. A very interesting book for industrial content.

Operating Heritage Diesels

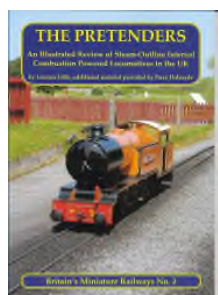
NEW



- **Author** Tim Wood
- **Soft cover** 80 pages 220mm x 220mm
- **Published** June 2020
- **ISBN** 9781900340601

This full colour illustrated album records the trials and tribulations of operating diesel locomotives on the Spa Valley Railway. Resident and visiting locomotives of all shapes and sizes from yard shunters to express locomotives are illustrated, with close up views of the interior of driving cabs and engine room layouts adding to the variety and interest.

The Pretenders – UK Steam Outline Internal Combustion Locos



- **Author** Lawson Little
- **Soft cover** 52 pages A4
- **Published** April 2018
- **ISBN** 9781900340489

Steam-outline locomotives internal combustion locomotives are often used on miniature railways, having some of the appeal of the real thing but simpler to operate. This book covers the sector in some detail, including prolific manufacturers Severn-Lamb and Alan Keef, as well as the mainstream locomotive manufacturers Hudswell Clarke and Baguley who expanded into that area in the 1930s. An Appendix lists all known examples above 7.25 inch gauge.

Rails Across the Sea, the Harwich-Zeebrugge Train Ferry Story

NEW



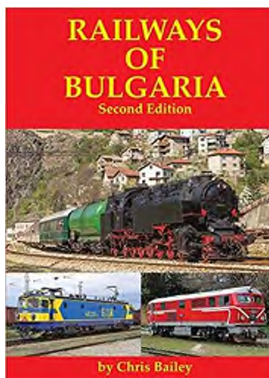
- **Author** Tim Wood
- **Soft cover** 80 pages A4
- **Published** June 2020
- **ISBN** 9781900340595

A bilingual (English/Dutch) book describing the history of the train ferry service between Harwich and Zeebrugge, its precursors and its legacy. The author was intimately involved with the service as British Rail's Rolling Stock Inspector in Zeebrugge, and in researching this book he has also drawn on the archives of friends and colleagues as well as official sources to produce an authoritative and well illustrated account. Included within the book are the initial concept of the Train Ferries to provide a military service to the continent during World War I, and an account of their service record in World War II, when two were lost to enemy action.

The Railways of Bulgaria

NEW

£14.95

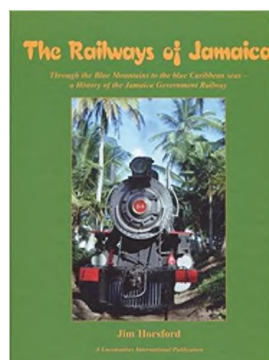


- **Author** Chris Bailey
- **Soft cover** 64 pages A4
- **Published** June 2020 (2nd Edition)
- **ISBN** 9781900340588

The first edition of this book, the sequel to the author's Railways of Romania, quickly sold out. This second edition brings the history of railways and the development of locomotives in the country up to date, with both additional and updated information. The book tells the story of railways in Bulgaria from the opening of the first line from Ruse to Varna in October 1860 to the privatisation of the 21st century, and the 'open access' operators that came with it. The Sofia trams and metro are also included.

The Railways of Jamaica

£12.00



- **Author** Jim Horsford
- **Hard cover** 168 pages, 268mm x 210mm
- **Published** 21 November 2010
- **ISBN** 9781900340205

The Jamaica Railway Company opened in 1845 with British finance and locomotives and expanded to open up the interior of the island, transporting bananas, sugar, rum, and other produce to the ports. American steam started to appear in the years prior to WW1. The Jamaica Government Railway owned the system from 1900 and in 1960 this became the state-owned but independent Jamaica Railway Corporation. Dieselisation with British-built locos and railcars developed from the mid-1950s, indeed the JRC even bought some ex-LMS Stanier coaches from BR in 1964. Other diesels came from Canada, and France. The history is described fully and the routes are followed in detail with track diagrams and photos showing many key locations and the traffic operating.

Steam & diesel locomotives, railcars and rolling stock all have their own chapters to give comprehensive coverage.

The Railways of Mann- Scene and Unseen

NEW

£9.95

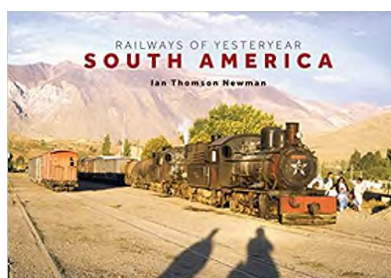


- **Author** Phil Barnes
- **Soft cover** 64 pages 233mm x 156mm
- **Published** June 2020
- **ISBN** 9781900340649

The railways of the Isle of Man offer a fascinating insight into public transport in the Victorian era. This small island in the Irish Sea is home to no fewer than seven operating railways and tramways, as well as a transport museum and railway relics preserved 'in situ'. The author, a well known transport photographer, undertook a tour of the island in 2019, and was granted privileged access behind the scenes to areas usually off limits to the general public. The result, published here, is a comprehensive illustrated survey of the island's lines, which will prove a valuable historical record, particularly of the Douglas Horse Tramway, which was going through a major transformation at the time of the visit.

Railways of Yesteryear – South America

£25.00



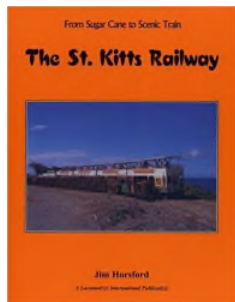
- **Author** Ian Thomson-Newman
- **Soft cover** 176 pages, 203mm x 311mm
- **Published** January 2019
- **ISBN** 9781900340557

A detailed account of the railways of South America in their fading "glory years" where it was still possible to travel from one side of the continent to the other. The book includes well researched historical information on the railways of every country in South America, as well as personal recollections of the trials and tribulations of what travelling by train in some of the most inaccessible parts of the continent could be like.

The St. Kitts Railway from Sugar Cane to Scenic Train

£9.95

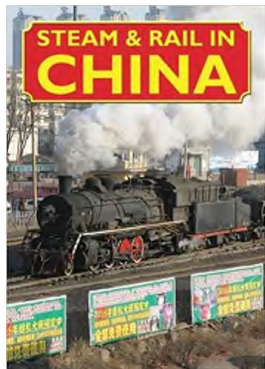
Members: £5.00



- **Author** Jim Horsford
- **Soft cover** 64 pages, 268mm x 210mm
- **Published** 1 February 2004
- **ISBN** 9781900340182

Steam and Rail in China

£9.95



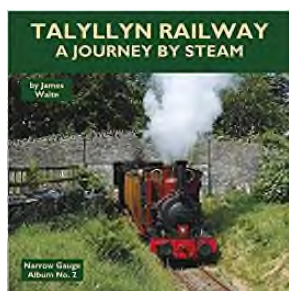
- **Editor** Iain McCall
- **Soft cover** 48 pages A4
- **Published** June 2018
- **ISBN** 9781900340502

An anthology of articles and photo features on the railways of China, past and present.

Talyllyn Railway – A Journey by Steam

NEW

£18.95



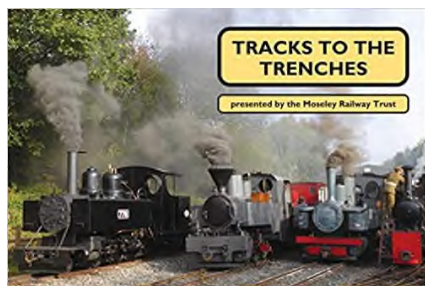
- **Author** James Waite
- **Hard cover** 120 pages 227mm x 225mm
- **Published** June 2020
- **ISBN** 9781900340663

The Talyllyn Railway, one of the world famous Great Little Trains of Wales, was the first railway in the world to be owned and operated by volunteer labour. As such it was the forerunner of most of today's heritage railways. This book, compiled by James Waite, a renowned photographer of narrow gauge railways, takes the reader on a full colour photographic journey from the line's headquarters at Tywyn Wharf through the splendid Mid Wales countryside to the terminus in the forest at Nant Gwernol.

Tracks To The Trenches

NEW

£10.95



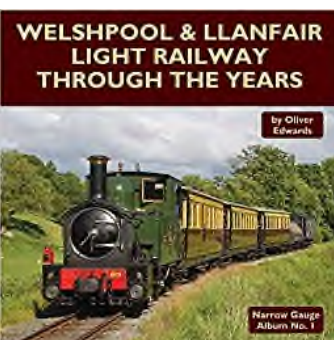
- **Author** Moseley Railway Trust
- **Soft cover** 80 pages 234mm x 156mm
- **Published** June 2020
- **ISBN** 9781900340663

The Moseley Railway Trust, at its Apedale Valley Light Railway base in Staffordshire, has amassed a huge collection of narrow gauge railway equipment. As part of the World War One commemorations, the Trust put on three hugely successful 'Tracks to the Trenches' events, each with a different theme, in 2014, 2016 and 2018. This fully illustrated album is a collection of images from all three events, providing coverage of not just the Moseley Trust collection, but the outstanding dioramas recreated by the visiting re-enactors.

Welshpool and Llanfair Light Railway Through The Years

NEW

£16.95



- **Author** Oliver Edwards
- **Hard cover** 80 pages 227mm x 225mm
- **Published** June 2020
- **ISBN** 9781900340632

The Welshpool & Llanfair Light Railway is one of the world famous Great Little Trains of Wales, and has now been operated for longer as a preserved railway than it was as a part of the national rail network. This book, compiled by the railway's archivist, uses photos from pre-preservation days as well as images from throughout the preservation era to create a historical journey through the lifetime of the railway. Many of the photographs are previously unpublished, and include unique views which can no longer be replicated.



- Edited By Iain McCall
- Hard cover 80 pages
- Published 28 March 2016
- ISBN 9781900340427

A full colour hardback album of steam at work around the world in 2015.

Reprinted and improved Dennis Duck titles:

THE TEN HORSE POWER RUSTONS

Brian Gent & John de Havilland

The 10 HP Rustons

£4.95

The service history of each locomotive of the class, together with line drawings and a brief description of the design and its historical context.

Hudswell Clarke Battery Locomotives

£3.95

The history of these designs, including the service history of each locomotive of the class, all of which are illustrated.

The Motor Rail Works List

£19.95

HUDSWELL CLARKE BATTERY LOCOMOTIVES

Ronald N. Redman

Melledgen

Gazetteer of Railway Contractors & Engineers

A series of guides, edited by Lawrence Popplewell. All are A5 Soft cover. Stocks are low, but some second-hand copies may be available.

West Country 1830-1914

£3.80

50 pages; published June 1983, ISBN 9780906637036

East Anglia 1840-1914

£3.80

44 pages, published March 1984, ISBN 9780906637050

Central Southern England 1840-1914

£3.80

44 pages, published October 1982, ISBN 9780906637029

South East England 1830-1914

£3.80

44 pages, published November 1983, ISBN 9780906637043

Wales and the Borders 1830-1914

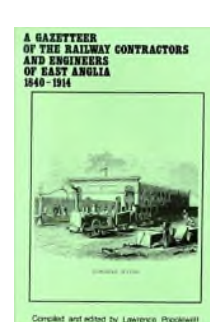
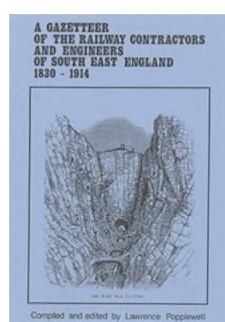
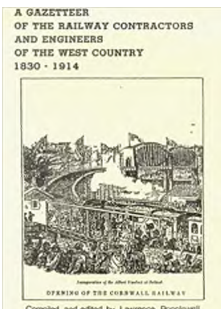
£3.80

44 pages, published November 1984, ISBN 9780906637067

Ireland 1833-1914

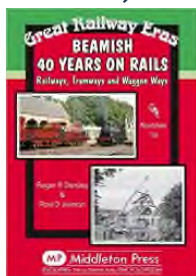
£3.80

44 pages, published March 1987, ISBN 9780906637135



Beamish, 40 Years on Rails

£15.95



- **Authors** Roger Darsley and Paul Jarman
- **Hard cover** 96 pages, 174mm x 240mm
- **Published** 1 March 2011
- **ISBN** 9781906008949

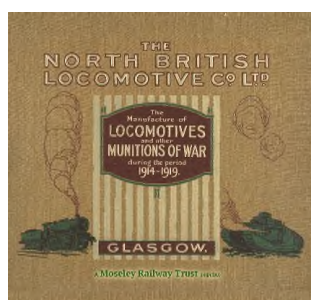
The North of England Open Air Museum at Beamish, County Durham, operates in two time zones, 1825 and 1913, to relive the achievements of the North East in an enjoyable but historically accurate way. The museum is now 40 years old and the continued development of the rail transport collections is celebrated in this book.

Moseley Railway Trust

The North British Locomotive Co. Ltd:

The Manufacture of Locomotives and Other Munitions of War 1914-1919

£22.95



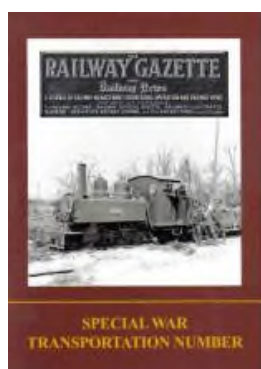
- **Author** North British Loco Co. (reprint)
- **Hard Cover** 132 pages
- **Published** March 2018
- **ISBN** 9780957678941

This is a reprint of a lavish record produced for the North British Locomotive Co. Ltd. shortly after the 1914 - 1918 war, documenting not just the dozens of locomotive designs built in that period but a range of ways in which the company contributed to the war effort. It is an exceptional example of promotional literature produced by the company at what was probably its zenith. The company contributed hugely to the war effort. The offices became a hospital for the wounded, and all manner of tanks, guns and other weapons of war (in addition to locomotives!) were produced. This work includes details of the company's history and its products during the war, including curiosities such as the Electric steam-turbine locomotive - even aeroplanes and experimental military bridges!

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The Railway Gazette, Special War Transportation Number

£14.95



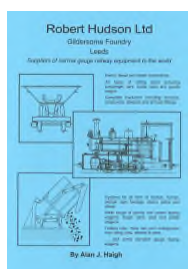
- **Author** Robin J. Parkinson
- **Soft cover** 160 pages
- **Published** October 2013
- **ISBN** 9780954087890

First published in September 1920, the **Railway Gazette Special War Transportation Number** offered what was described at the time as 'the first connected account' of the role of railways and inland water transport in supporting the British military campaign during the 'Great War' of 1914-18. The publication provided a detailed overview of the work of the British government's Directorate of Movements & Railways, and particularly the railway operations, both on standard-gauge routes and later on the extensive 600 mm gauge networks of the War Department Light Railways. Although long out of print it is still widely quoted as one of the few comprehensive studies of the directorate's colossal transport efforts, both on the Western Front and in other theatres of war, and this prompted the Moseley Railway Trust to produce a limited-edition reprint of the special number to mark the centenary of the First World War and to help raise funds for the preservation of MRT's collection of ex-WDLR locomotives and rolling stock.

the Moseley Railway Trust to produce a limited-edition reprint of the special number to mark the centenary of the First World War and to help raise funds for the preservation of MRT's collection of ex-WDLR locomotives and rolling stock.

Robert Hudson Gildersome Foundry Leeds

£7.50



- **Author** Alan J. Haigh
- **Hard cover** 36 pages A4
- **Published** December 2012 (Revised edition)

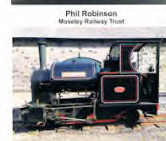
From a small company supplying the local coal mining industry Robert Hudson Ltd. grew to become Britain's largest manufacturer of Light Rail and Mining equipment supplying the home market, the British Empire and the world. To cater for this the company opened factories in South Africa and India in addition to its British works at Gildersome near Leeds. For many years this works, referred to locally as "Hudson's Foundry", employed over 500 workers and was one of the largest employers in the area. This book is a tribute to the massive contribution that Hudson made locally and to narrow gauge railways throughout the

world and its part in the economic development of so many overseas countries. Based upon extracts from the many old catalogues of the company which have survived. Luckily Hudson produced so many of these extensive catalogues going back many years that we are able to understand how they traded worldwide. Its catalogues were coded and communication was by telegram. Despite the demise of the company, the Robert Hudson name lives on through its products continuing to be built by successor companies and old locomotives and rolling stock still in operation on preserved narrow gauge steam railways such as the Apedale Valley Light Railway, operated by the Moseley Railway Trust in North Staffordshire.

The Story of Stanhope

£17.95

The Story of Stanhope
A Steam-Traction Locomotive from the Castles Works of
Kerr, Stuart & Co. Ltd.

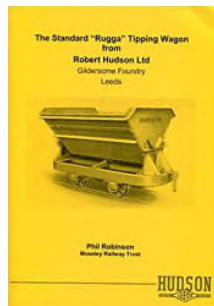


- **Author** Phil Robinson
- **Soft cover** 137 pages
- **Published** 1 January 2017
- **ISBN** 9780957678934

An illustrated history of KS 2395.

The Standard "Rugga" Tipping Wagon from Robert Hudson Ltd

£7.50



- **Author** Phil Robinson
- **Soft cover** 43 pages 297mm x 420mm
- **Published** 1 December 2012
- **ISBN** 9780954087883

Ideal for the modeller, the text of the book is supplemented by numerous illustrations and scale drawings.

Narrow Gauge Railway Society

Roanoke Miniature Locomotives

£4.50

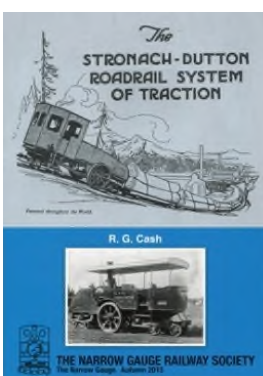


- **Authors** Peter Nicholson and Lawson Little
- **Soft cover** 32 pages
- **Published** November 2018

Roanoke miniature locomotives are generally ignored by enthusiasts, but some 65 were made in all, and they're everywhere, hauling trains calmly quietly and economically. Not greater lookers perhaps – especially the steam-outliners – but simple, rugged machines that became firm favourites with commercial operators. This book is typical of the genre, well written and carefully researched by experts in the field.

The Stronach-Dutton Railroad System of Traction

£6.95

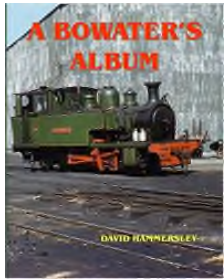


- **Authors** R.G.Cash
- **Soft cover** 64 pages
- **Published** 2015

This little-known railway system was invented around 1913 after the realisation that rails which were heavy enough to carry a locomotive were far stronger than was necessary for wagons or carriages. The idea was that the track would be built in lighter materials with the main weight of the locomotive being carried on road wheels which ran alongside, the loco being located on the rails by small bogies. The system was promoted in rural areas where savings were necessary to make a railway viable, but despite its ingenuity had little success and disappeared within twenty years. Despite this, the book sheds light on a little-known and intriguing aspect of railways.

A Bowater's Album

£11.95

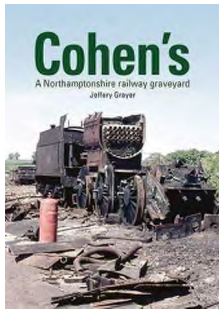


- **Author** David Hammersley
- **Soft cover** 72 pages A4
- **Published** 29 October 2009
- **ISBN** 9781906419264

A photographic album presenting scenes on the narrow gauge industrial railway serving the Bowater's paper mill at Sittingbourne in Kent.

Cohens, A Northamptonshire Railway Graveyard

£25.00



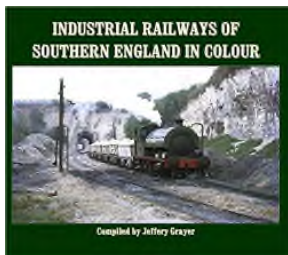
- **Author** Jeffrey Grayer
- **Hard cover** 160 pages, 286mm x 222mm
- **Published** 9 April 2018
- **ISBN** 9780860936800

A bucolic location in rural Northamptonshire was a fairly unlikely setting for a scrapyard that disposed of a large amount of redundant British Railways locomotives and rolling stock, but the site had formerly been part of the New Cransley Iron Co (a chapter being devoted to this, with photos of some of their locos which were amongst the scrapyard's first customers). In the 1960s Cohens became well known to the railway fraternity in their role as one of the more than 200 contractors involved in the scrapping of BR rolling stock. They disposed of steam, diesel and electric locomotives but also diesel and electric

multiple units, industrial steam and diesel locomotives and London Transport Tube stock at their Cransley site. Most of the images are of mainline stock, which formed the bulk of the work here, but industrials are also covered, including a full list of those believed to have been scrapped at Cransley. However, the captions to some of the photos would perhaps have benefited from a proof-read by an IRS member!

Industrial Railways of Southern England in Colour

£18.50



- **Author** Jeffrey Grayer
- **Hard cover** 96 pages, 269mm x 219mm
- **Published** 22 January 2015
- **ISBN** 9781906419813

This all-colour album looks at a selection of industrial lines, of all gauges, from Kent westwards and featuring coal, chalk, oil as well as factory lines, some traversing through barren landscape and others, as at Farnborough, running along the town streets.

The London Railway Atlas, Then and Now

£21.95



- **Authors** Paul Smith and Paul Jordan
- **Hard cover** 128 pages 262mm x 261mm
- **Published** 31 October 2016
- **ISBN** 9781908347435

With 90 full colour maps, this book presents a direct visual comparison between the rail systems operating in London in 1921 and those operating today. The 45 'then' maps are reproduced from the Official Map of London and its Environs Prepared and Published by the Railway Clearing House. The 45 'Now' maps are printed directly opposite their 1921 equivalents and are drawn at the same scale.

The Meon Valley Railway Part1: Building the Line

£14.95

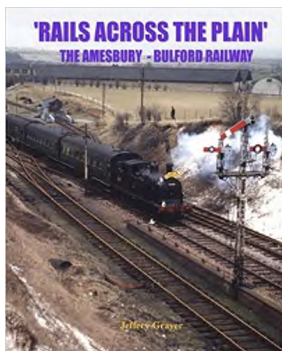


- **Author** Kevin Robertson
- **Hard cover** 64 pages, landscape A4
- **Published** 1 January 2011
- **ISBN** 9781906419479

This book features a full set of construction photographs of the railway. Seen from the perspective of the surveyor, navvy: his family, and the local populace, it is a record of the impact the building of a new railway had on an otherwise untouched landscape, covering the years from 1899 through to 1903.

Rails Across the Plain

£19.95

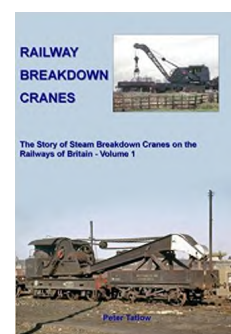


- **Author** Jeffrey Grayer
- **Hard cover** 120 pages A4
- **Published** 11 August 2011
- **ISBN** 9781906419516

This book records the history of the Amesbury Bulford Railway, the line from Grateley in Hampshire, across the fringes of Salisbury Plain to Amesbury and Bulford. Born of a need to serve the growing military garrisons in the area, this book recounts the various unsuccessful attempts at providing railway communication across Salisbury Plain through to the opening of the branch line and the network of various military lines that grew from it to serve any number of sidings, military facilities and depots. Numerous illustrations & plans as well as gradient profiles.

Railway Breakdown Cranes

Former BR Civil Engineer Peter Tatlow provides a concise and detailed history of Railway Breakdown Cranes in Britain in a three-volume history (volume 2 is no longer in stock). This takes the subject from its early days through the time of the short-jib cranes to more recent history and the introduction and use of the long-jib variant. As well as descriptive and informative text, included are numerous photographs and scale plans. Illustrations of breakdown cranes in both static and working mode complete this standard work of reference on the subject.



Volume 1

£35.00

Published 20 November 2014, 196 pages A4, ISBN 9781906419691.

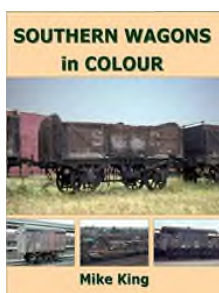
Volume 3

£35.00

Published 30 September 2018, 256 pages A4, ISBN 9780860936848.

Southern Wagons in Colour

£17.50



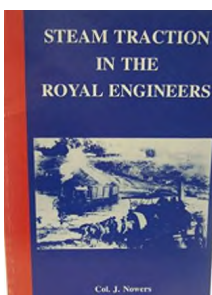
- **Author** Mike King
- **Soft cover** 100 pages A4
- **Published** 10 April 2014
- **ISBN** 9781909328198

This book provides a comprehensive record of individual Southern wagons in colour. Although the vehicles themselves are seen, of course, in BR days, this is an archive which will be extremely valuable not only to railway historians and enthusiasts, but also to modellers who will appreciate the level of detail.

North Kent Books

Steam Traction in the Royal Engineers

£2.50



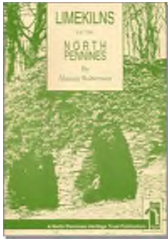
- **Author** John Nowers
- **Soft cover** 72 pages A5
- **Published** June 1994
- **ISBN** 9780948305078

The author's interest in traction engines began when he commanded 45 Field Support Squadron Royal Engineers. The Squadron traced its descent directly from the old 45th Company, raised for the Boer War. During his tour in command the Squadron celebrated its 75th birthday, which prompted him to research its history. That, in turn, led to an interest in the early days of mechanization in the British Army, which this book describes. To complete the story of the 75th birthday, the Squadron obtained Fowler horizontal ploughing engine, No. 13310, built in 1913. Virtually derelict, it was restored by the Squadron.

Northern Mines Research Society

Lime Kilns of the North Pennines

£2.50



- **Author** Alistair Robinson
- **Soft cover** 44 pages A5
- **Published** 1999

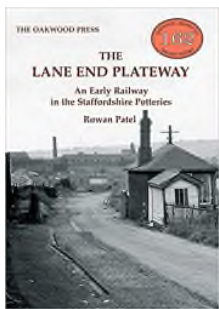
This little book attempts to shed light on lime burning in the north Pennines from its first appearance in Roman times until its last gasp in the 1960's.

The Oakwood Press

(Other titles available on request)

The Lane End Plateway

£13.95



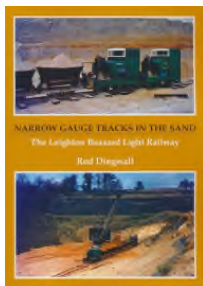
- | | |
|-------------------|-------------------------|
| Author | Rowan Patel |
| Soft Cover | 84 pages, 208mm x 128mm |
| Published | May 2019 |
| ISBN | 9780853615385 |

The Lane End line was a horse-drawn plateway, constructed using stone sleepers and flanged cast iron plate rails. Built by the Scottish civil engineer John Rennie (1761-1821) it was owned and operated as a public line by the Trent & Mersey Canal Co. It ran some 2.5 miles from a basin on the canal in Stoke to the pottery town of Lane End, now called Longton. The railway was authorised by an 1802 Act of Parliament, and it opened in 1804, at which point it was the longest railway ever built in the Potteries. It was used to transport potters' raw materials, along with finished pottery, and was also used by other industries such as coal mines and ironworks. As a public line, this railway could be used by all on payment of a toll, which was the same as that charged on the canal itself. Ownership of the line eventually passed to the North Staffordshire Railway, who quashed the competition of the Trent & Mersey Canal Co. by purchasing their entire network. Some use continued into the 1880s, but the plateway was eventually closed by an 1891 Act of Parliament. This book attempts to trace the line's history and archaeology across ten chapters, researched from primary sources. It is illustrated by sixty five illustrations including maps, diagrams, documentary extracts and photographs, the majority of which have never been published before.

This book was reviewed in IRS Bulletin No. 1045, March 2020.

Narrow Gauge Tracks in the Sand - The Leighton Buzzard Light Railway

£17.95



- | | |
|-------------------|------------------------|
| Author | Rod Dingwall |
| Soft Cover | 160 pages |
| Published | October 2019 (Reprint) |
| ISBN | 9780853615088 |

This book, originally produced in 1997, has been reprinted with minor corrections. The growth of the Bedfordshire town of Leighton Buzzard was closely linked with its sand industry served by the railway for 50 years from 1919. The author recorded the memories of the men who worked in the sand quarries and has really captured the feel of what work was like there. The 2ft gauge petrol and diesel locomotives used on the Leighton Buzzard Light Railway gave it and the town (with its numerous level crossings) an unique character. The diminutive locomotives could handle 500 skips of sand a day. Sand was also moved by lorry and canal boat, also included here. A large section of the railway has been restored but the book tells the story of the line before preservation.

Northern Northumberland Minor Railways

A series of 4 volumes written by Roger Jermy, covering the minor railways of northern Northumberland (essentially the administrative districts of Berwick-upon-Tweed and Alnwick). All are in A5 Soft cover format

Volume 1: Brickworks, Forestry, Contractors, Military Target Railways £10.95

Published September 2010, 128 pages, 99 illustrations, ISBN 9780853617037

Volume 2: Colliery & Associated Lines £10.95

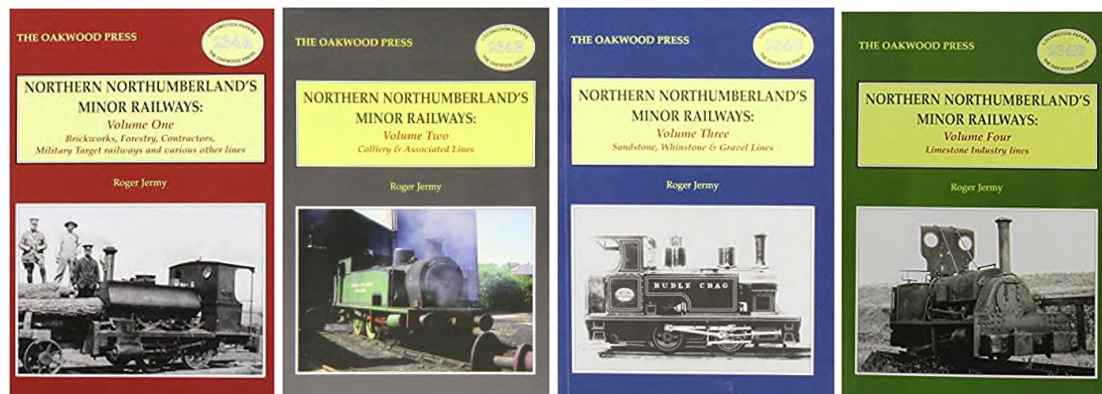
Published March 2011, 128 pages, 108 illustrations, ISBN 9780853617044

Volume 3: Sand, Whitstone & Gravel Lines £12.95

Published November 2011, 160 pages, 132 illustrations, ISBN 9780853617051

Volume 4: Limestone Industry Lines £11.95

Published June 2012, 136 pages, 159 illustrations, ISBN 9780853617068

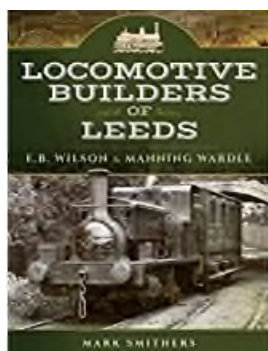


Pen and Sword

Locomotive Builders of Leeds – E B Wilson and Manning Wardle

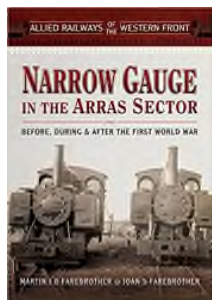
£30.00

Members: £28.00



- **Author** Mark Smithers
- **Hard cover** 160 pages 248mm x 235mm
- **Published** 30 May 2015
- **ISBN** 9781783463886

The history of commercial railway locomotive manufacture in the Leeds covers a period of nearly two centuries, commencing during the Napoleonic period and only coming to an end in 1995. Two companies that epitomized the formative years and the following period of consolidation were E.B. Wilson & Co (1846-59) and Manning Wardle & Co (1858-1927). The former manufacturer was well known for the Jenny Lind locomotives and their derivative designs used on several British main lines during the mid-nineteenth century. The latter company was primarily a builder of contractors and industrial locomotives, construction of whose designs and their derivatives continued after the company had ceased trading, until the last Corby '56' class was delivered by Robert Stephenson and Hawthorns in 1958. This book deals in extensive detail with the products of E.B.Wilson and the standard designs of Manning Wardle.



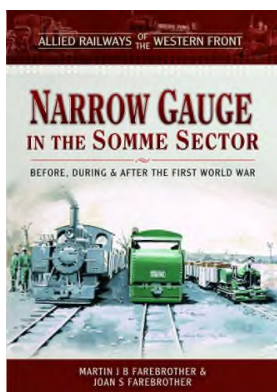
- **Authors** Martin and Joan Farebrother
- **Hard Cover** 272 pages 203mm x 297mm
- **Published** July 2015
- **ISBN** 9781473821187

The Arras sector of the Western Front in World War I was held partly by the British and Dominions 1st Army from September 1915, and almost wholly by the 1st and 3rd Armies from March 1916. No less than in the Ypres sector to the north and the Somme sector to the south, the struggles of the French and then British troops in this sector were pivotal to the outcome of the War. The sector included countryside in the south, but in the north a major part of the industrial and coal-mining area of northern France, around Lens and Bethune. In this book the contribution of metre and 60 cm gauge railways to the Allied war effort in this sector is examined in the context of the history of the metre gauge lines already established. The build up of light (60 cm gauge) lines from 1916 is examined in detail area by area, and the contribution of the related metre gauge lines is reassessed, from British and French sources. After the War the role of these railways in the reconstruction and recovery of this devastated region of France is described. Later the surviving part of the 60 cm gauge network served the sugar beet industry east of Arras. The history is followed through another World War to the closure of the last of these railways in 1957. The book refers to previous works on British War Department light railways in WW1, but contains sufficient general information for readers new to the subject. It also describes how to find key locations now, and how and where rolling stock can be seen. Six walks and an urban tour are included for those who wish to explore the territory in greater depth.

Narrow Gauge in the Somme Sector

£40.00

Members: £32.00



- **Authors** Martin and Joan Farebrother
- **Hard Cover** 256 pages 210mm x 293mm
- **Published** January 2019
- **ISBN** 9781473887633

The Somme sector of the Western Front was held by French forces until early 1916, when the British and Dominions Third and Fourth Armies moved into the northern part, before the joint First Battle of the Somme from July to November 1916. In 1917, with the German withdrawal to the Hindenburg Line, British responsibility moved further south. By early 1918 the British Third and Fifth Armies were responsible as far south as east of Noyon. In Spring 1918 the German attack and advance from the Hindenburg Line came west almost to Amiens. However the British and French Armies finally stopped the advance, and from August 1918 drove the German Army back eastwards until the Armistice on 11 November 1918.

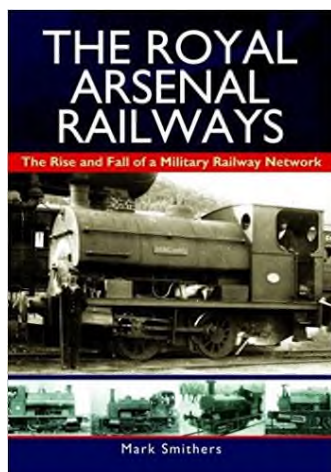
In this book the metre gauge networks established before the First World War are examined. Then the build up of light (60cm gauge) railways, initially mainly French but later British, in 1915 and 1916, is considered, with an assessment of the contribution of these and the metre gauge lines to the war effort. With the major movements of the front line in this sector in 1917 and 1918, the response of the narrow gauge railways is considered chronologically as well as by area, in the context of overall railway policy and development. After the war the light railways contributed to the reconstruction of the devastated areas, and then in some places served the sugar beet industry. The metre gauge railways were rebuilt or repaired. The story is followed to the closure of the last of these railways in the 1960s.

This book was reviewed in IRS Bulletin No. 1027, March 2019.

The Royal Arsenal Railways, The Rise and Fall of a Military Railway

£30.00

Members: £28.00

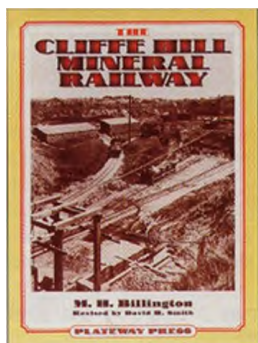


- **Author** Mark Smithers
- **Hard cover** 256 pages A4
- **Published** 30 March 2016
- **ISBN** 9781473844001

This book looks at the history and development of railways at the Royal Arsenal Woolwich, which evolved from humble roots in the 1820s into three separate railway systems, serving the Gun Factory, Laboratory and Carriage Department. The three systems originally had their own fleet of locomotives and rolling stock and were constructed using three different track gauges: standard gauge, 2ft and 18 inches. The three separate factories and their railways were amalgamated to form one organization on 1 January 1891, when the Royal Arsenal Railways became an official entity. The Arsenal and its railways played a major role in both world wars and continued to hold an important place in gun and propellant manufacture until the late 1950s, when the complex was gradually run down, finally closing in 1967.

Cliffe Hill Mineral Railway

£6.00

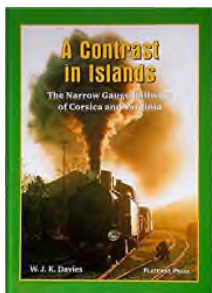


- **Author** M.H.Billington and D.H.Smith
- **Soft cover** 88 pages 235mm x 175mm
- **Published** May 1997 (2nd Edition)
- **ISBN** 9781871980233

This is a complete revision of the first edition to include the full story of the preservation of ISABEL and PETER - the two surviving Bagnalls from the Cliffe Hill fleet. The detailed and well illustrated text includes detailed scale drawings and maps.

A Contrast of Islands

£21.95

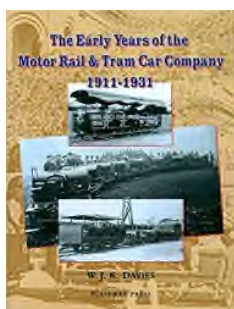


- **Author** W.J.K.Davies
- **Hard cover** 272 pages 258mm x 182mm
- **Published** 15 February 2002
- **ISBN** 9781871980509

A history of the narrow gauge railways of Corsica and Sardinia.

The Early Years of Motor Rail 1911-1931

£11.00

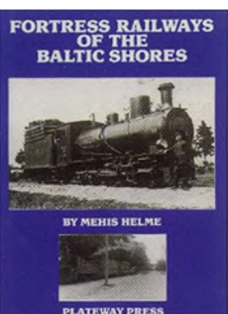


- **Author** W.J.K.Davies
- **Hard cover** 116 pages
- **Published** 2008
- **ISBN** 9781871980585

This book covers the early Simplex products. It has a number of facsimiles of original MRTC general arrangement drawings (plus other more detailed drawings) which would be very useful to modellers.

Fortress Railways of the Baltic Shore

£4.95

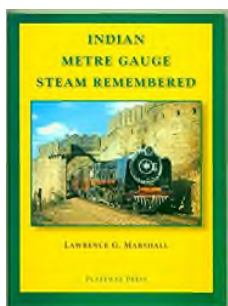


- Author** Mehis Helme (Edited by Keith Taylorson)
- Soft Cover** 80 pages
- Published** April 1994
- ISBN** 9781871980202

The book covers a very obscure subject, of military installations which are shrouded in secrecy, with very little in the form of pictorial documentation and little access to archives, still behind the iron curtain when the book was being researched. The amount of information the authors have collected is impressive. It is just about the only book that covers the subject of Allied military light railways on the Eastern front (there are books on the Axis/ German installations).

Indian Metre Gauge Steam Remembered

£15.00



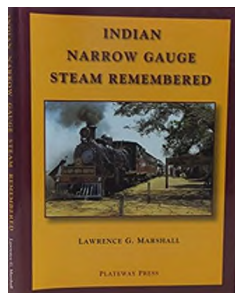
- **Author** Lawrence G.Marshall
- **Hard cover** 178 pages
- **Published** 2005
- **ISBN** 9781871980547

The result of research over 25 visits to India across two and a half decades, covering lines which have since been converted or closed. Colour and b&w photographs.

Indian Narrow Gauge Steam Remembered

£18.00

Members: £15.00

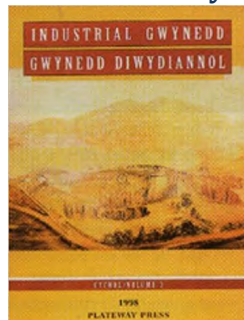


- **Author** Lawrence G. Marshall
- **Hard cover** 240 pages 242mm x 192mm
- **Published** 27 October 2001
- **ISBN** 9781871980486

A well illustrated account of the Indian narrow gauge, including industrial locations.

Industrial Gwynedd Volume 3

£3.00

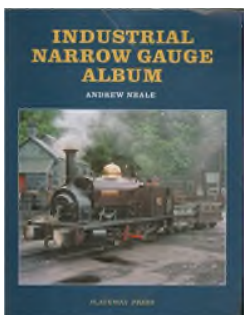


- **Author** Gwynedd Archaeological Trust
- **Soft cover** 52 pages A4
- **Published** July 1999
- **ISBN** 9781871980424

Articles in this issue include a detailed survey of the historic Ynys y Pandy slate mill on the former Gorseddau Tramway; Dorothea quarry Painting; A Study of Slate Workers in Wales, France and the USA; Broad Gauge Rolling Stock at Holyhead Breakwater.

Industrial Narrow Gauge Album

£9.95(Soft cover), £12.95(Hard cover)



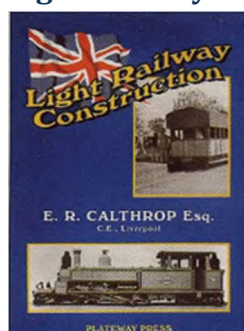
- **Author** Andrew Neale
- **Hard/soft cover** 108 pages A4
- **Published** 2009
- **ISBN** 9781871980615 (H)/ 9781871980608(S)

Contains many photographs taken throughout Great Britain of different industrial railways of a variety of gauges. The photographs have detailed captions describing each railway illustrated and the majority of them have not been published before.

Light Railway Construction

£4.95

Members: £3.50

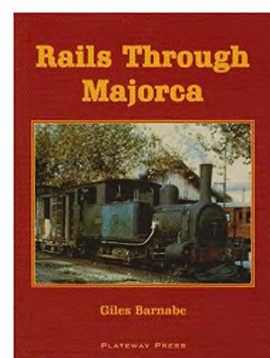


- **Author** E.R. Calthrop
- **Soft cover** 34 pages
- **Published** 1897 (Reprinted 1997)
- **ISBN** 9781871980332

This is a reprint of Calthrop's paper of 1897, explaining his theories of the capitalisation, building and economic and profitable operation of narrow gauge light railways, with particular reference to India. 17 photographs.

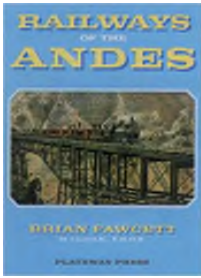
Rails through Majorca

£15.95



- **Author** Giles Barnabe
- **Hard cover** 248 pages 240mm x 180mm
- **Published** 2003
- **ISBN** 9781871980516

Part 1 (130 pages) deals with the largest and oldest system, the FC de Mallorca opened 1875; station track plans, and drawings or photos of buildings are most helpful for the modeller. Part 2 (30 pages) covers the later FC de Soller which opened in 1912. Both lines were (strangely) built to 3ft gauge. Various other independent and industrial lines are briefly summarised, and useful appendices include listings of all locos/railcars. 12 pages of scale drawings complete the book. 200+ photographs, maps, scale drawings/diagrams.



- **Author** Brian Fawcett
- **Hard cover** 224 pages 246mm x 180mm
- **Published** January 1998 (2nd Edition)
- **ISBN** 9781871980318

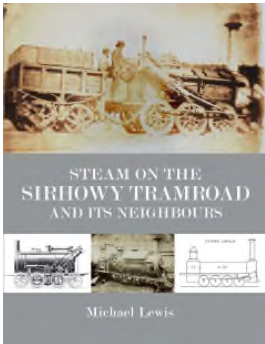
Railways from Chile to Ecuador are described, with a large section of the book devoted to the Central of Peru, the author's own stamping ground in the 1930's. Brief histories of each line, locomotive power, and workings are given, along with numerous B & W photographs (mostly the author's), with more in depth coverage of personalities and 'tall stories' from the Central of Peru.

Railway & Canal Historical Society

Steam on the Sirhowy Tramroad and its Neighbours

NEW

£25.00



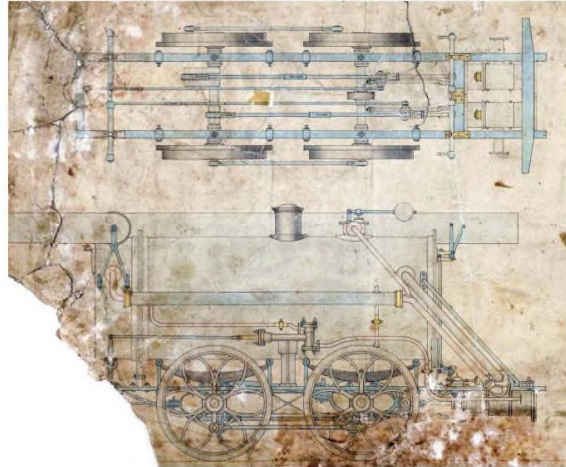
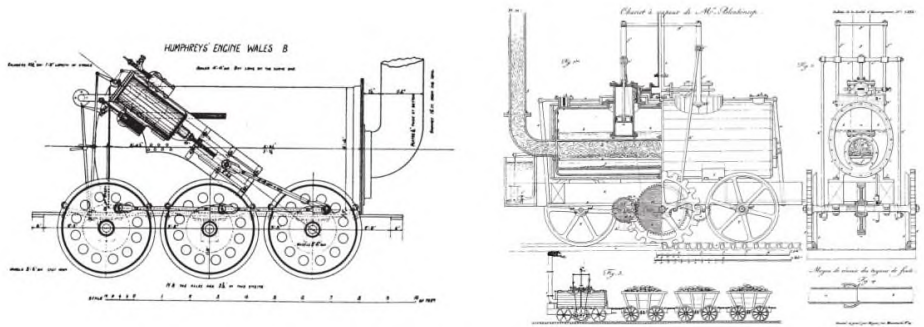
- **Author** Michael Lewis
- **Hard cover** 176 pages 278mm x 217mm
- **Published** September 2020
- **ISBN** 9780901461698

The 4ft 4in gauge Sirhowy Tramroad in South Wales was, at the time it was opened, the longest railway anywhere in the world.

Carrying iron and coal from Tredegar to Newport between 1804 and 1860, it was soon joined by several other lines to form the largest connected system of plateways that ever existed. They had an astonishing number of some eighty locomotives – often highly idiosyncratic in design and construction.

This book is not only an important study of these pioneer locomotives but also a human story. It relates how a happy-go-lucky workforce learnt by much trial and error how to run a railway on which new-fangled steam power was awkwardly intermingled with old-fangled horse traction. At the same time it is the story of ordinary members of the public coming to terms with a new element in their lives, whether suffering innocently from its presence or deliberately exploiting it at the risk of life and limb. The text is profusely illustrated and many of the images are hitherto unpublished.

This book was reviewed in Bulletin 1061, January 2021.

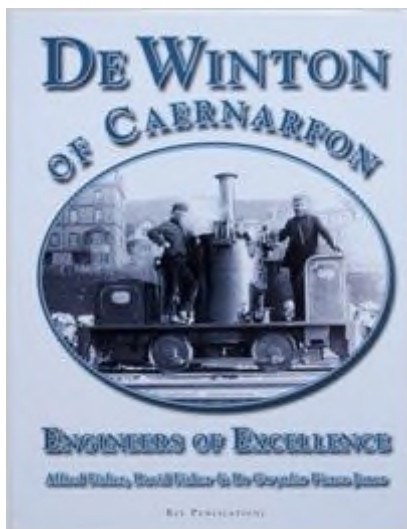


To IRON and COAL MASTERS, &c. &c.
TO BE SOLD BY AUCTION,
 At the GREYHOUND INN, NANTYGLID, on WEDNESDAY, the 17th day of NOVEMBER, 1860.
LOCOMOTIVE STEAM-ENGINE, with Water Tank and Tender Train complete, in good working repair.
 The Engine is got up in a superior style, with two 18-inch Cylinders, Metallic Pistons, working a two-foot stroke. The Engines is fitted up for working on the Monmouthshire Canal Company's Tramroad, but may with a little alteration be made applicable to any other tram or railroad, or may be used for a winding and pumping engine.
 The Engine may be seen at work any day on the Monmouthshire Canal Company's tramroad, opposite the Blaens Iron Works. Six months' credit on approved security.
 For further particulars apply personally to Mr. Boaz Broad, Greyhound Inn, Nantyglio, near Newport, Monmouthshire.



De Winton of Caernarfon, Engineers of Excellence

£38.00

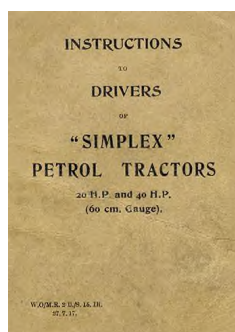


- **Authors** Alfred Fisher, David Fisher, Gwynfor Pierce Jones
- **Hard cover** 352 pages A4
- **Published** 15 July 2011
- **ISBN** 9780956515711

This book traces the origins of the Foundry and its rise to success; it tells the tales of the workers and their skills, and of its slow decline echoing that of the native slate industry. Although best known for its popular small vertical boyled quarry locomotives and a magnificent water wheel, the manufacture of quarry equipment, bridges, wagons, stationary engines, and in particular ships and their boilers, was a much more commercially important aspect of their operations, largely overlooked until now, but here covered in two specialised chapters. The surprising variety of innovative locomotives made by the De Winton Works are dealt with in great detail, while a technical chapter analysing their construction, use and performance, is aided by extensive new drawings. A chapter on the famous Pen-yr-Orsedd Slate Quarry, where the type last operated in any number, is followed by the fascinating saga of the purchase and eventual restoration of the most famous of the surviving locomotives.

Instructions to Drivers of Simplex Petrol Tractors 20 and 40hp

£3.80

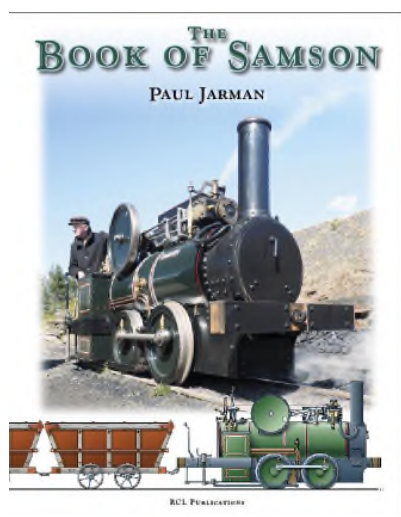


- **Author** War Office/Motor Rail
- **Soft cover** 18 pages, 103mm x 145mm
- **Published** July 1917 (Reprint)

A facsimile reproduction of the Great War pocket book. The contents provide an introduction to the then relatively new concept of the internal combustion engine with clear descriptions of the working parts, plus instruction on how to drive the tractors. The original of this copy was the property of Sapper G E Poole, ROTD, Longmoor, who added many pencilled notes and these have been reproduced at the back of the book. Two photographs and one line drawing.

The Book of Samson

£18.50



- **Author** Paul Jarman
- **Hard cover** 144 pages A4
- **Published** 20 July 2016
- **ISBN** 9780956515759

In 1874 a small foundry in Poole, Dorset, manufactured its first successful railway locomotive, intended for use on industrial narrow gauge tramways, in mining or manufacturing. Named locally SAMSON, this engine was the subject of just a single photograph and within two decades the mine in the Durham dales where it worked had closed and it was eventually sold for scrap in 1904. In 2013 construction of a new Samson began at Beamish Museum, and three years later this new steam locomotive, a close reproduction of the original, was completed. This is the story both of the original locomotive and of the new Samson, how it was built and what some of the motivations for its recreation were for those who undertook to explore an obscure branch of railway history and locomotive engineering. 255 photographs, 14 drawings, 2 period engravings and 2 maps.



- **Author** James Waterfield
- **Hard cover** 336 pages
- **Published** December 2019
- **ISBN** 9780956515780

The author has spent many years studying and researching the work of Sir Arthur Heywood, particularly with regards the 'Minimum Gauge Railway'. He has also built fine full-size working replicas of the locomotives EFFIE and URSULA, plus various items of Heywood rolling stock, including bogie carriages. They form the core of 'The Heywood Collection'.

This first volume covers the development of Sir Arthur's idea and the establishment of his experimental 15 inch gauge line at Duffield. Much fresh information is contained in the text and many new, previously unpublished photographs are included. Even those images previously published are the subject of fresh scans from originals where possible, giving a clarity not seen before. The locomotives and rolling stock are covered in detail, including over forty detailed scale drawings, prepared by Mike Decker. Coverage is given to the houses, the workshops at Duffield, the 9 inch line at Dove Leys and the Heywood locomotives and stock that ran on the Ravensglass & Eskdale Railway. Volume two will cover the Eaton Hall Railway.

336 pages, over 300 photographs, 42 modellers' scale drawings, 40 drawings, diagrams, maps and plans.

WDLR Companion

£31.95



- **Author** Colonel David W. Ronald and Roy C.Link
- **Hard cover** 196 pages landscape A4
- **Published** 25 October 2018
- **ISBN** 9780956515766

The original *WDLR Album* was based on a military photograph album compiled at the end of the First World War and it was thought that there should have been an accompanying report. At the time this could not be traced but, in the following two years what is believed to be a copy was traced to the Kew Records Office. This new book draws together information from the report and from another on the 1916 proposals to improve the movement of munitions and supplies to the Front. Col. David W Ronald

has used his military knowledge to full advantage and now gives a lucid explanation of just how the WD Light Railway system came into being, its organisation, operation and how it came to be largely ignored after the end of the conflict. As such, this book is both a 'stand-alone' publication and the ideal companion to the earlier work. The two books together are likely to become the authoritative work on the subject.

56 modellers' scale drawings, 29 drawings, diagrams, maps and plans.

Runpast Publishing

Ironstone Quarries of the Midlands

More volumes in this authoritative work by Eric Tonks are currently available as a reprint in soft back format (see **Booklaw Publications**). However, some volumes are still available in the original hard cover edition from this publisher:

Part 5	Kettering	£18.95
Part 6	Corby	£19.95
Part 8	Lincolnshire	£8.00
Part 9	Leicestershire	£18.95

Barclay Locomotives in New Zealand

£11.00 (1st Ed); £13.00 (2nd Ed)

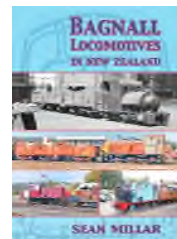


- **Author** Sean Millar
- **Soft cover** 44 pages A4
- **Published** 2017
- **ISBN** 9781927329139

An illustrated history of the 36 industrial steam locomotives supplied to New Zealand by Scottish builder Andrew Barclay Sons & Co Ltd, between 1878 and 1947. One NZ Barclay locomotive remains in active service on the Silver Stream Railway. Nine others survive in some form, including as diesel conversions.

Bagnall Locomotives in New Zealand

£14.00

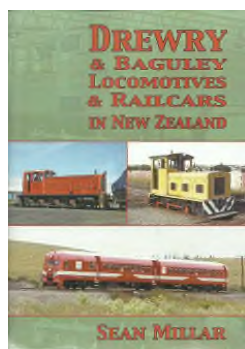


- **Author** Sean Millar
- **Soft cover** 68 pages A4
- **Published** 2015
- **ISBN** 9781927329061

An illustrated history of the 10 steam and 20 diesel locomotives supplied to NZR and private owners by British builder W G Bagnall Ltd, between 1882 and 1958. One NZ Bagnall locomotive remains in active industrial service, while three others are preserved in operational condition on heritage railways.

Drewry & Baguley Locomotives & Railcars in New Zealand

£13.00



- **Author** Sean Millar
- **Soft Cover** 72 pages A4
- **Published** 2019
- **ISBN** 9781927329238

The stories of the 97 diesel or petrol locomotives, 35 diesel railcars, 3 inspection trolleys and 16 conversion kits supplied to New Zealand owners by the Drewry Car Co, EE Baguley Ltd and Baguley-Drewry Ltd between 1912 & 1973. One 1936-built Drewry locomotive remains active with national operator, KiwiRail. Two more, both dating from the mid-1950s remain in industrial service. Many others are preserved, often in working condition.

Contains 145 widely-sourced illustrations, 59 in colour and 86 in black & white.

Hunslet & Hudswell Clarke Locomotives in New Zealand

£13.00



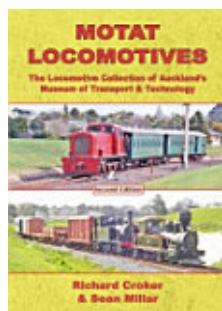
- **Author** Sean Millar
- **Soft Cover** 52 pages A4
- **Published** 2018
- **ISBN** 9781927329184

This book, on art paper, details the histories of the seventeen steam and twenty-seven diesel locomotives supplied to New Zealand by Hunslet and Hudswell Clarke between 1864 and 1958. There are over ninety photos in the book - many in colour and including unpublished photos, some dating to the early part of the 20th Century. The book also gives full details of the history of each loco. The cost is higher than most publications of this nature, reflecting the need to import the book, which is not generally available in the UK.

MOTAT Locomotives – Auckland's Museum Collection

NEW

£13.00



- **Author** Richard Croker and Sean Millar
- **Soft cover** 40 pages A4
- **Published** December 2019

This is a revised 2nd edition of the catalogue of MOTAT's varied collection of 20 locomotives, most illustrated both in service and as preserved. This book is in A4 format, staple bound with 40 pages, 12 of which, including the covers, are in full colour.

W.F.Simms (the late)

The following works from this author are available:

Railways of Boston - the Massachusetts Bay Transport Authority System

£8.95



- **Soft cover** 64 pages
- **Published** 1999
- **ISBN** 9781902822020

The Railways of Chile

£8.00 (each)

This series of A5 booklets describes public carrier and industrial railways in the geographical region concerned. They are illustrated with B&W photos, location maps and detailed stock lists. These volumes are available:

Volume.IV: Central Chile

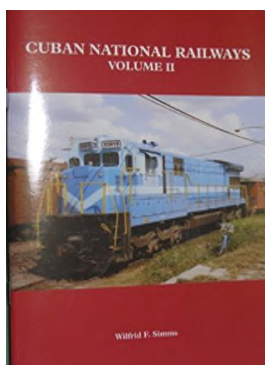
Published 2001, 72 pages, ISBN 9781902822082.

Volume.V: Southern Chile

Published July 2002, 72 pages, ISBN 9781902822099.

Cuban National Railways

£12.00 (each)



Volume 1

72 pages, ISBN 978-1902822105

Volume 2

Published 30 Sept 2004, 72 pages A5, ISBN 9781902822112

Stenlake Publishing

(Other titles available on request)

Last Days of Colliery Steam

A series of pictorial albums compiled by Tom Heavyside. Each is soft cover, 240mm x 172mm, containing 48 pages. One volume is currently held in stock:



Lothians

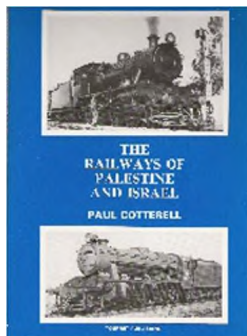
£10.00

Published July 2015, ISBN 9781840337150.

Tourret Publishing

The Railways of Palestine and Israel

£22.00



- **Author** Paul Cotterell
- **Hard cover** 150 pages 302mm x 213mm
- **Published** 1986
- **ISBN** 9780905878041

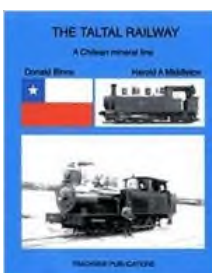
A history of the railways of Israel and Palestine (excluding the Hedjaz Railway), this book provides details of locomotives and rolling stock. It contains maps, drawings, photographs and stock lists, with an emphasis on primary source material. It shows how closely the history of the railways has been tied to the upheavals in the Middle East.

Trackside Publications

The Taltal Railway - A Chilean Mineral Line

£16.95

Members: £15.00



- **Authors** Donald Binns and Harold A. Middleton
- **Hard cover** 64 pages
- **Published** 2010
- **ISBN** 9781900095419

A detailed account of this Chilean mineral railway and its mainly British built locos, including Kitson Meyer type articulated locos.

Twelveheads Press

Caradon & Looe - The Canal, Railways & Mines

£16.00

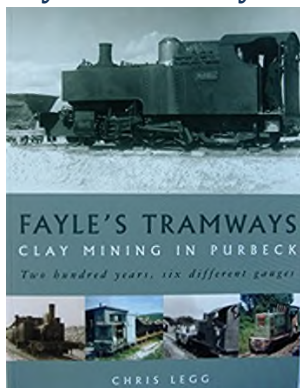


- **Author** Michael Messenger
- **Soft cover** 168 pages
- **Published** July 2015 (3rd Edition)
- **ISBN** 9780906294826

Some of the richest copper mines in the United Kingdom, a rare Cornish canal and a railway uniquely engineered to convey the minerals by gravity combine to make a fascinating story. It created a transport system, built to service the bonanza of Caradon copper, a mining discovery that germinated, blossomed, withered and died all within fifty years, but left us the picturesque railway line to Looe.

Fayle's Tramways - Clay Mining in Purbeck

£16.00



- **Author** Chris Legg
- **Soft cover** 168 pages
- **Published** 10 May 2016 (2nd Edition)
- **ISBN** 9780906294888

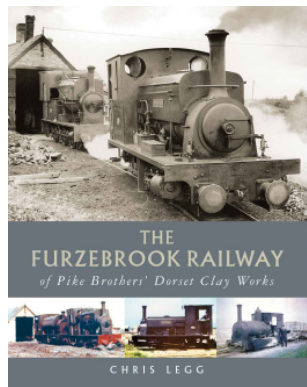
For much of the twentieth century a small train periodically stopped the traffic on the main road from Wareham to Swanage. For many people this was the only manifestation of an important local industry. Ball clay had been extracted from Purbeck since the sixteenth century but it was the beginning of the nineteenth that saw the start of serious exploitation. Benjamin Fayle built Dorset's first railway in 1806 to get his clay to the coast and over the years the needs of transport saw a number of very individual railways until the 1990s. This book is the result of the author's lifelong interest in the industry and his detailed personal knowledge of the mines and railways. It tells of the many aspects of clay extraction and mining, processing and weathering, tramways,

horses, locomotives and rolling stock, family connections and personalities, merchants and miners, accidents and rescues, education and the school train, shipping and the effects of war.

The railway story is taken from the historic plateway of 1806 through the variety of lines, using six different gauges, that saw use for nearly two centuries; including the Middlebere Tramway, the Goathorn Tramway and the Norden and Goathorn Railway. It includes an account of the famous Russell's time in Dorset, before its return home to Wales. Many photographs and drawings are published for the first time. 225 illustrations.

The Furzebrook Railway

£18.00



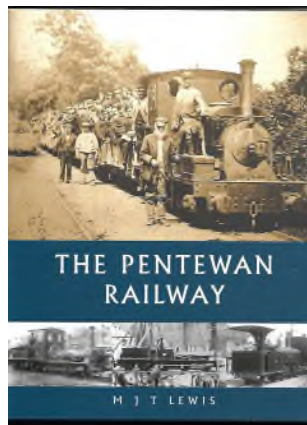
- **Author** Chris Legg
- **Soft cover** 208 pages
- **Published** 11 July 2017 (Soft cover edition)
- **ISBN** 9780906294918

For over one hundred years Pike Bros' railway served their clay mines in the Isle of Purbeck, transporting the clay to the works and to tidal water on the river Frome, and later to their siding on the Swanage branch. Initially worked by gravity, locomotives were introduced in 1866 and an eclectic collection followed. An intricate network of branch lines ran across the heath to serve mines and open-cast pits while a lengthy branch headed westwards to serve new workings. Steam working survived until 1956 but rail use in the mines continued until 1999.

Pikes also ran steam tugs and barges on the river and across Poole harbour, building many themselves at their wharf. This aspect of their operations is not neglected and some fascinating tales are to be told. 287 illustrations.

The Pentewan Railway

£25.00



- **Author** M.J.T. Lewis
- **Hard cover** 128 pages
- **Published** August 2018
- **ISBN** 9780906294949

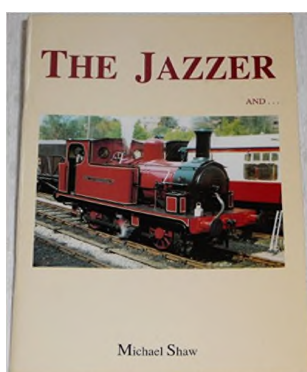
Little known in Cornwall and still less further afield, the Pentewan Railway had an unremarkable life; yet its history is still fascinating. Opened in 1829 as a horse-drawn tramway for carrying china clay, it was rebuilt as a narrow-gauge steam railway in 1873 by the internationally famous engineer, John Barraclough Fell. Its fortunes were inextricably linked to the picturesque harbour of Pentewan, built by the same landowner, and they succeeded and failed together. It was an intimate part of the local community, and memories of its Sunday School Specials lived on long after its closure in 1918. Reminiscences of those who worked and travelled on the line bring this delightful railway to life. Also included are details of the narrow gauge line at Pentewan serving the concrete works and the fullest account yet of Cornwall's earliest known railway, of 1783, at Happy Union Steamworks.

Dr Michael Lewis is an eminent industrial archaeologist and has been acknowledged as one of the leading experts on early railways. The first edition of this book was published in 1960 and was hailed as a model history of a minor railway. Since then much new information has become available and this new edition of the book has been fully revised and extended. It includes many new photographs. Scale drawings of locomotives and rolling stock will be of value to modellers.

W.I.L.T.

The Jazzer and the Last Manning Wardle

£3.00



- **Author** Michael Shaw
- **Soft cover** 64 pages A5
- **Published** April 1998
- **ISBN** 9780953290307

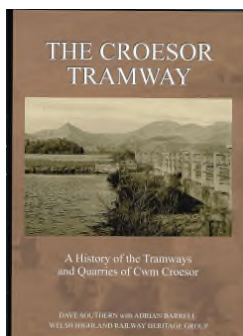
A History of Hunslet Engine Co. 686 of 1898 and of Manning, Wardle 2047 of 1926.

Welsh Highland Railway Heritage Group

The Croesor Tramway:

A history of the Tramways and Quarries of Cwm Croesor

£18.00



- **Author** Dave Southern with Adrian Barrell
- **Soft cover** 120 pages A4
- **Published** December 2018
- **ISBN** 9780993082160

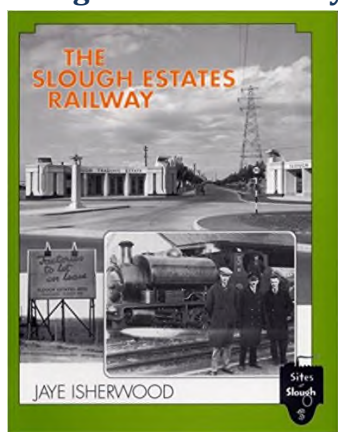
In the nineteenth century the slate quarries of Gwynedd in North Wales were the most important industry of the region, making a dramatic contribution to both the economy of North West Wales and its landscape, and supplying the bulk of the world's roofing slate and architectural slate slabs. This is the story of the Croesor Tramway and the slate quarries of the remote Croesor valley, that supplied some of that slate. The tramway, was conceived as a direct connection to the harbour at Porthmadog for its quarry customers. The tramway was horse worked throughout its life. Built to the order of Hugh Beaver Roberts a successful solicitor and business man, from Bangor, no parliamentary powers were

needed to build the tramway, as Roberts owned much of the land. Over four miles long and including two steep cable worked inclines it opened in 1864 to goods and mineral traffic and continued to carry slate along the valley until 1944, when the last wagons were sent down the Rhosydd incline. In the early 1920s, the lower part of the tramway became part of the now re-opened Welsh Highland Railway. Based on significant original research, the building, operation and the route are described as well as the key personalities involved such as Hugh Beaver Roberts, Charles Spooner and Moses Kellow, the entrepreneurial Croesor quarry manager. The book includes interviews with some of the people who latterly worked on the tramway and inclines. Significant parts of the tramway and the above ground parts of some of the quarries are still accessible to the well equipped and sure footed walker. This book will be of interest both to casual readers of social and industrial history as well as those wanting more detailed information on what can still be seen in the Croesor valley.

Wild Swan

Slough Estates Railway

£24.95



- **Author** Jaye Isherwood
- **Soft cover** 168 pages
- **Published** 20 December 2010 (Revised edition)
- **ISBN** 9781905184842

An account of the famous Slough Trading Estate and its Railway system, considerably enlarged from the 1989 edition.

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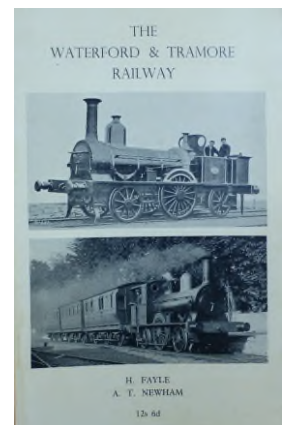
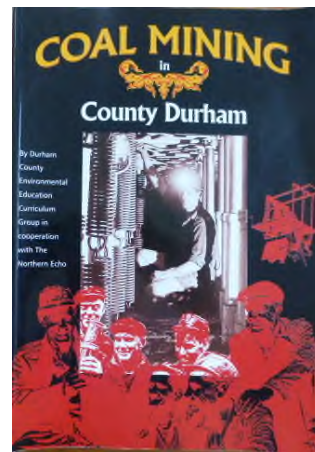
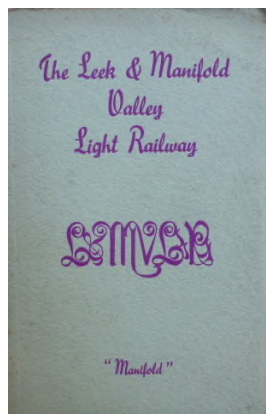
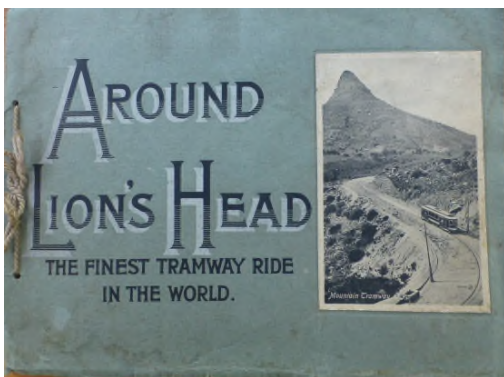
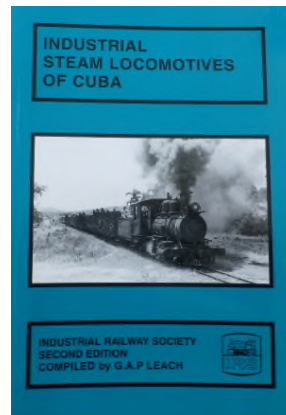
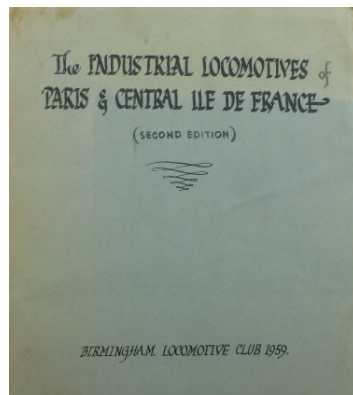
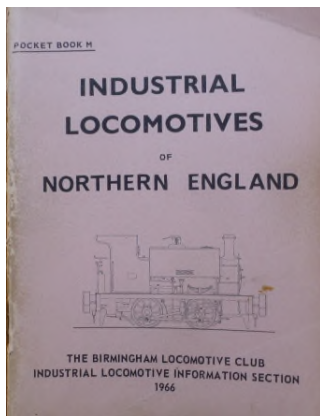
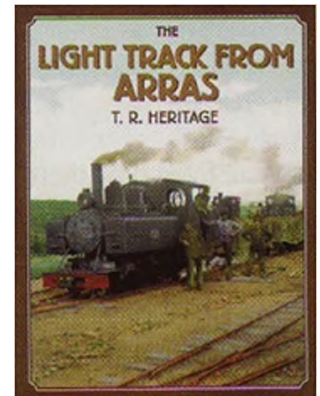
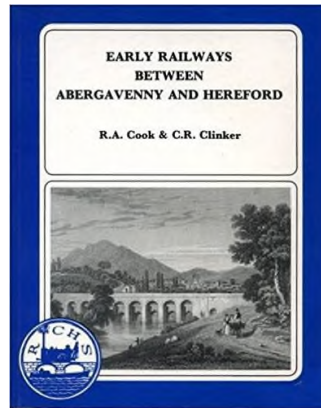
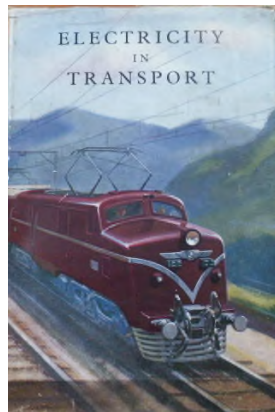
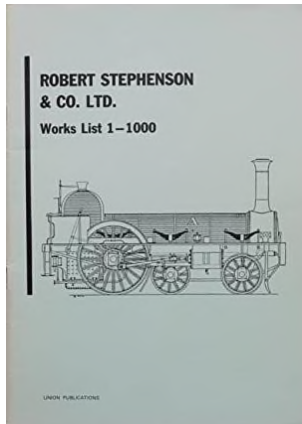
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A good selection of second-hand books, from both the Society and other publishers, is available from the E-Shop (www.irsshop.co.uk/used-books). A small selection of those available in December 2020 is shown below, but the list is constantly changing, so please consult the E-Shop regularly for the current position. Alternatively, if you are interested in a particular out of print IRS book email secondhand@irsociety.co.uk to see if it may be available.



Also on sale are a range of second hand maps, and, from time to time, spare photographs from the vast collection that the IRS holds.



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