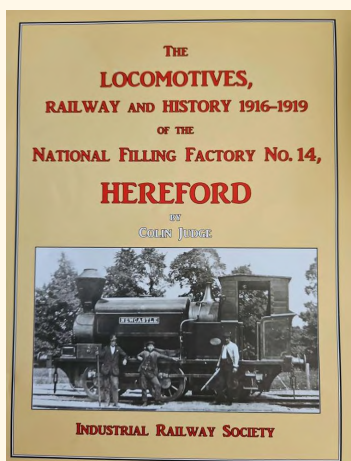
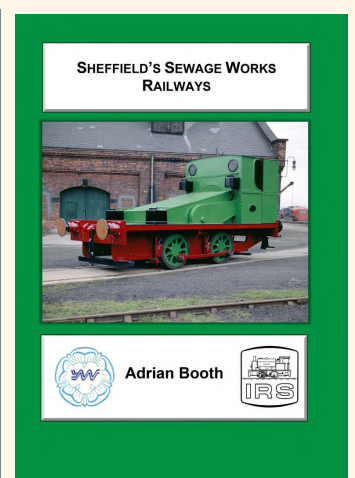
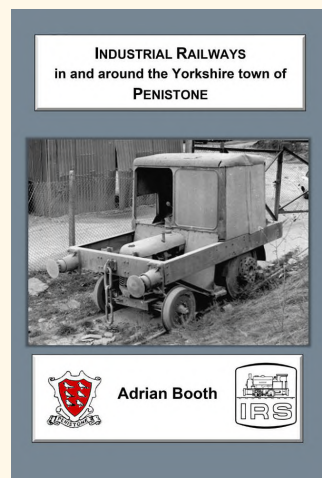
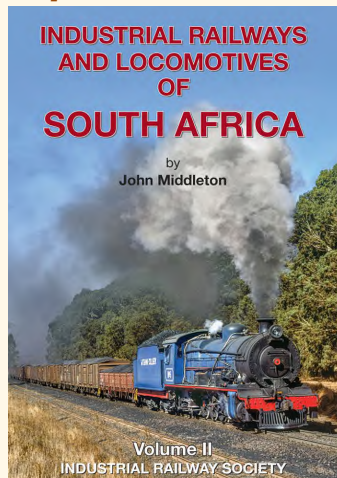
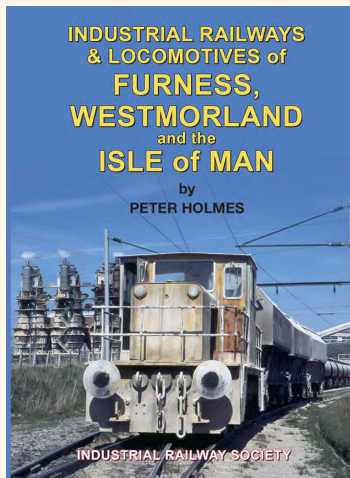


INDUSTRIAL RAILWAY SOCIETY BOOK SALES CATALOGUE January 2026

2025 saw these new publications



and coming early in 2026:

The Industrial Railways and Locomotives of Cheshire

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 almost all specialist railway bookshops 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 2025, 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 **£3.00**, maximum **£6.00**) Orders of £70 and over are **POST FREE**

Overseas **45%** (minimum **£12.00** [Europe]) or **50%** (minimum **£30.00** [rest of the world]) 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.

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

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RECENT PUBLICATIONS

A number of interesting new books on industrial railway and associated subjects have been added since this catalogue was last produced in January 2025:

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INDUSTRIAL RAILWAY SOCIETY PUBLICATIONS

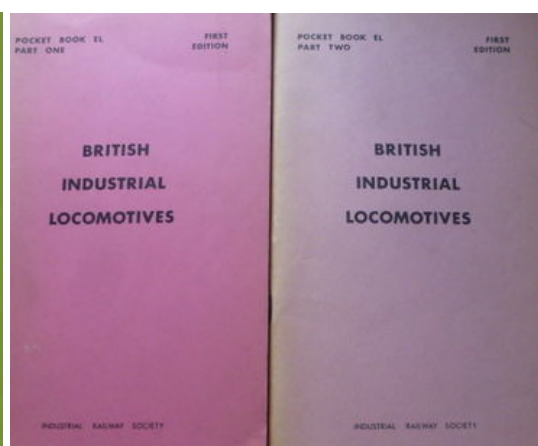
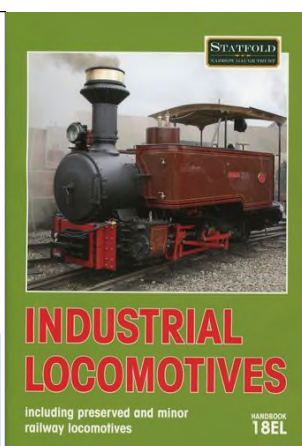
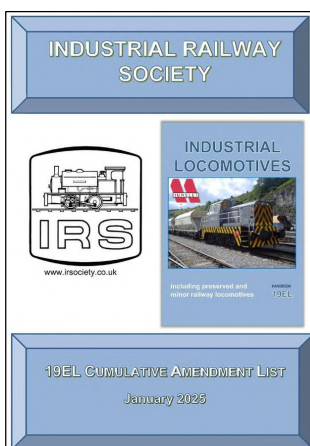
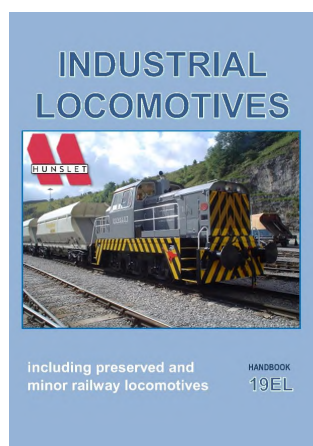
Industrial Railway Society Books

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, 19EL, was published in November, completing an impressive set of publications marking the seventy-fifth anniversary year of the IRS.

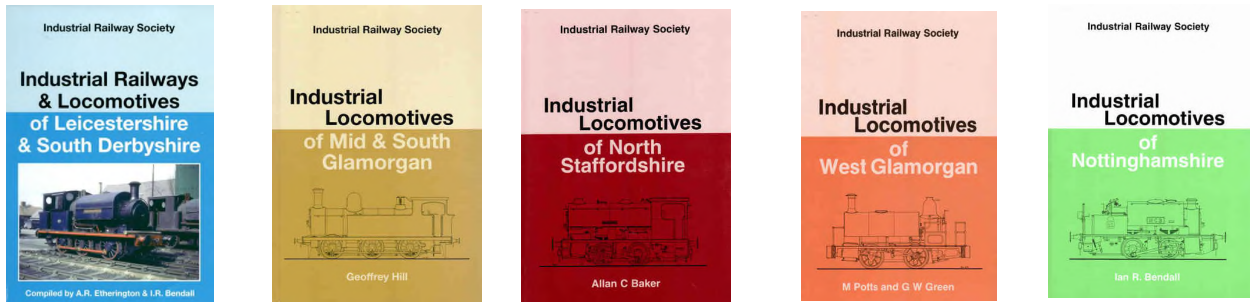
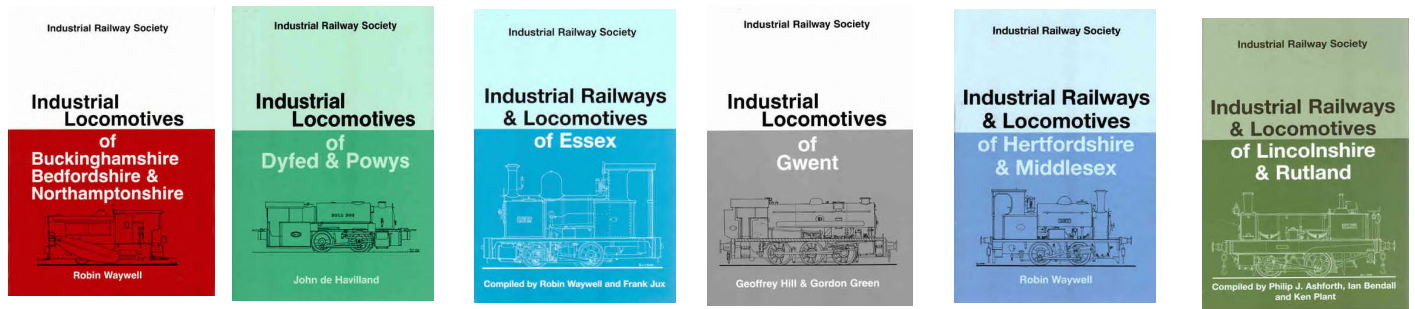
	Public Price	Members
19EL HARDBACK	£30.00	£25.00
19EL SOFTBACK	£25.00	£20.00
19EL Amendment Lists (Non-IRS members)	£8.00	N/A
18EL HARDBACK	£12.00	£10.00
18EL SOFTBACK	£10.00	£8.00
1 to 19EL Index as Downloadable file	£12.00	N/A
18EL Cumulative Amendment List	£8.00	Free
1EL Parts 1 & 2 as downloadable files	£10.00 each	N/A



Handbooks: UK (First Edition)

These list all known industrial locos, past and present, in the area. Amendment lists in PDF format are available for most of these and can be downloaded from the E-Shop (free of charge to members).

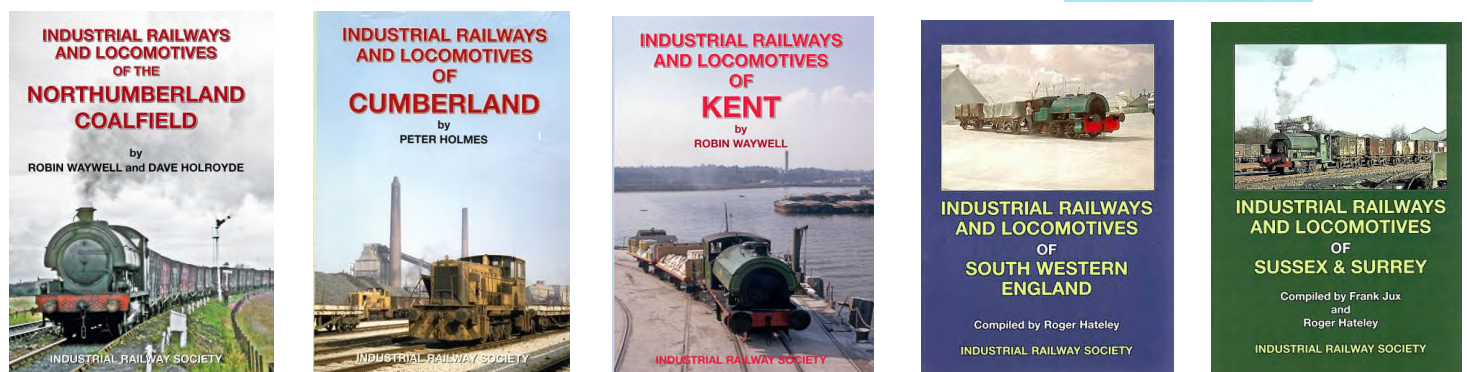
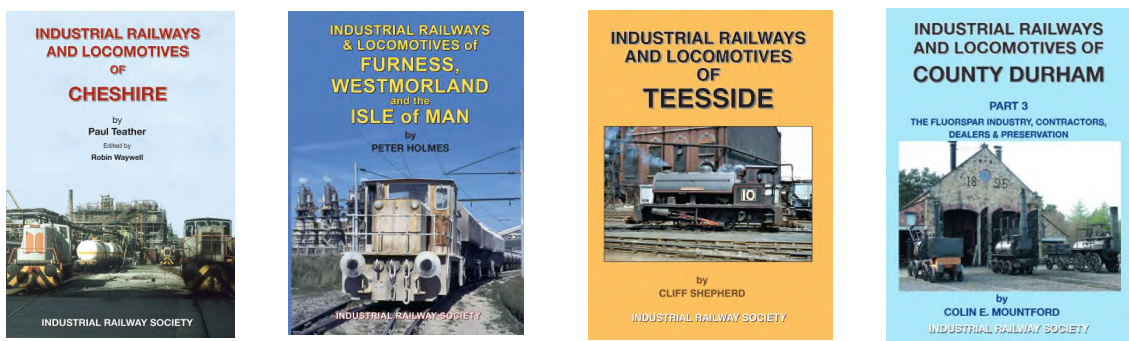
	Hard cover		Soft cover	
	Public Price	Members	Public Price	Members
Buckinghamshire, Bedfordshire & Northamptonshire	£12.50	£9.00	£10.00	£7.50
Dyfed & Powys	£10.00	£7.50	£8.50	£5.00
Essex	£14.00	£11.00	£12.00	£9.50
Gwent	£12.50	£9.00		
Hertfordshire & Middlesex	£12.50	£8.50	£10.00	£7.00
Leicestershire & South Derbyshire (reprint)	£14.50	£14.00	£9.50	£7.00
Lincolnshire and Rutland	£13.00	£10.00	£11.00	£8.50
Mid and South Glamorgan	£12.50	£8.50	£10.00	£7.00
North Staffordshire	£10.00	£8.00		
Nottinghamshire	£12.50	£9.00	£10.00	£7.50
West Glamorgan	£8.50	£7.00	£7.50	£5.75
Wales Handbooks (hard cover bundle)	£40.00	£28.00		



Handbooks: UK (Second Edition)

These are larger and more detailed than the First Edition format, still listing all known industrial locos in the area but with additional background information on each site, and illustrated extensively, where possible in colour. They represent years, even decades, of diligent research. Hard cover only. Amendment lists in PDF format are available for most of these and can be downloaded from the E-Shop (free of charge to members).

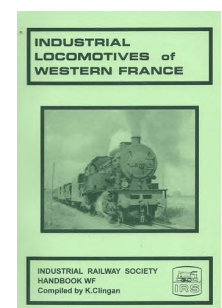
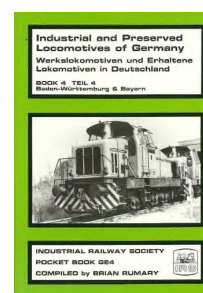
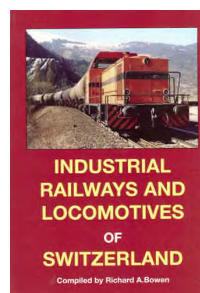
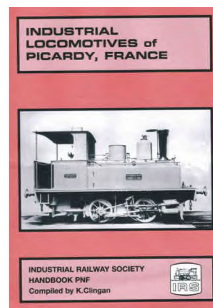
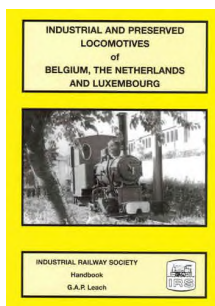
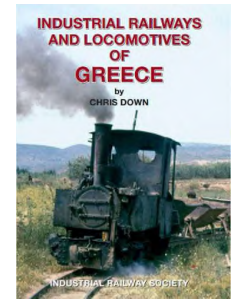
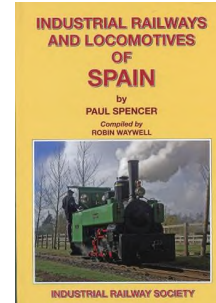
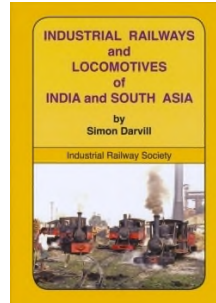
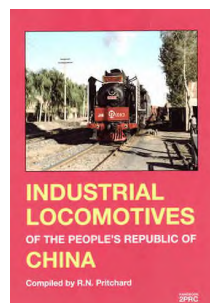
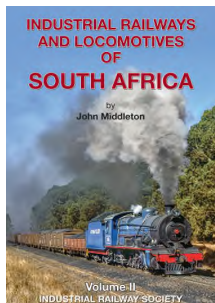
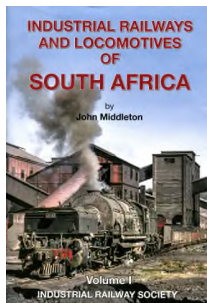
	Public Price	Members
Cheshire <i>(due early 2026)</i>	£45.00	£35.00
Cumberland	£35.00	£25.00
Durham Part 3	£35.00	£25.00
Furness, Westmorland and the Isle of Man NEW	£39.00	£32.00
Kent	£35.00	£25.00
Northumberland Coalfield	£30.00	£25.00
South Western England	£29.95	£20.00
Sussex & Surrey	£27.95	£20.00
Teesside	£39.00 ¹	£32.00



Handbooks: Overseas

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

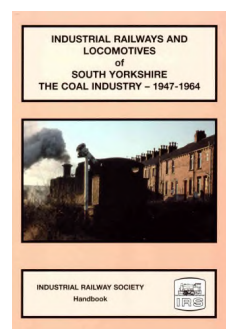
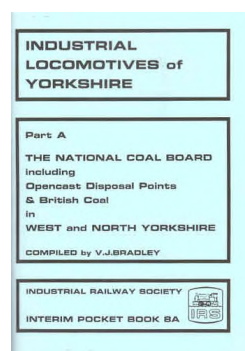
	Hard cover		Soft cover	
	Public Price	Members	Public Price	Members
Belgium, The Netherlands and Luxembourg			£7.50	£4.50
China			£8.50	£7.50
India and South Asia	£15.00	£12.00		
Preserved Locos of India – Preliminary Draft <i>(Available only as a PDF download)</i>			£3.00	£2.00
West Germany - Vol 4 Baden-Wurttemberg & Bavaria			£4.00	£2.50
Greece	£30.00	£22.00		
South Africa Volume 1	£39.00	£28.00		
South Africa Volume 2 NEW	£44.00	£30.00		
Spain	£28.00	£20.00		
Picardy			£4.50	£2.50
Switzerland	£15.00	£11.00	£12.50	£9.00



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 1994.

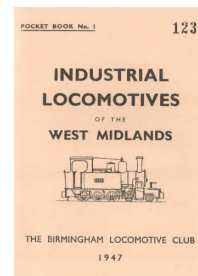
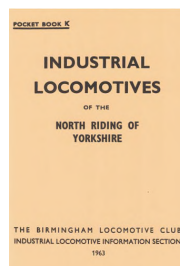
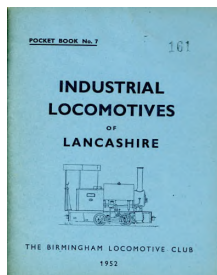
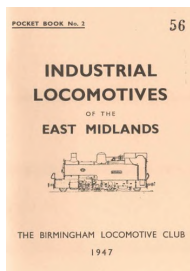
	Public Price	Members
North & West Yorkshire	£9.95	£5.00
South Yorkshire	£14.95	£9.00



Pocketbooks: Reprints

These are reprints of the 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.

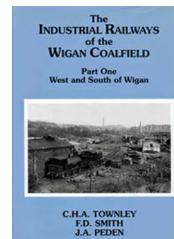
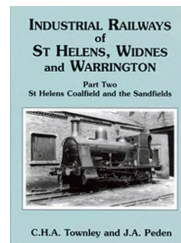
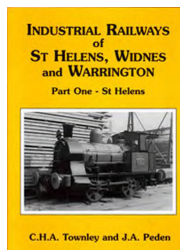
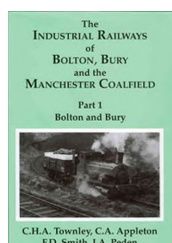
	Public Price	Members
East Midlands (1947)	£7.95	£5.00
Lancashire (1952)	£10.00	£7.00
North Riding of Yorkshire (1963)	£10.00	£7.00
West Midlands (1947)	£7.95	£5.00
Pocket Book Reprints Bundle	£30.00	£21.00



Lancashire Monographs

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

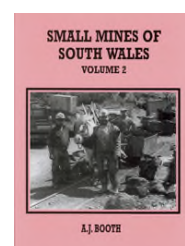
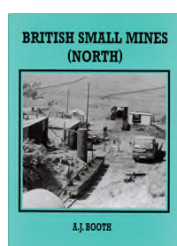
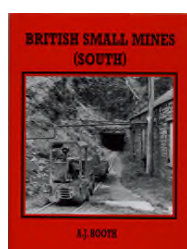
	Public Price	Members
Bolton, Bury & Manchester Coalfield Volume 1	£19.95	£17.00
St Helens Part One	£19.95	£17.00
St Helens Part Two	£19.95	£17.00
St Helens One and Two	£30.00	£28.00
Wigan Part One	£16.95	£12.50



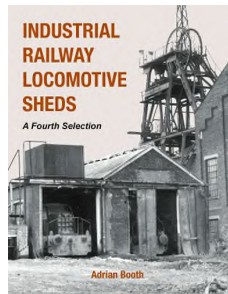
Small Mines

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



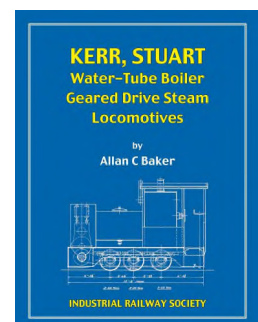
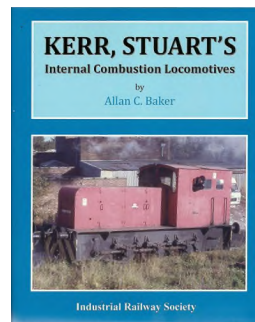
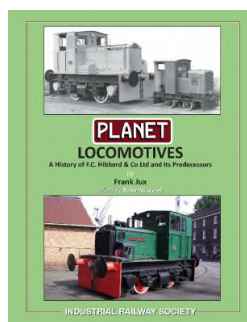
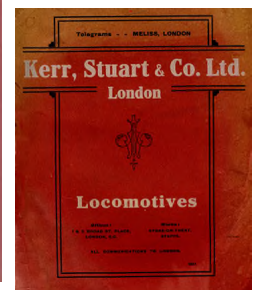
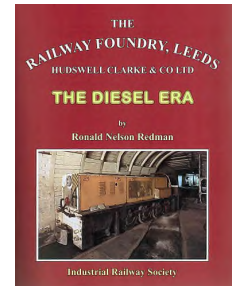
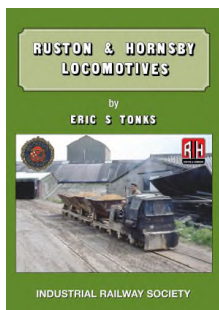
Industrial railways had a huge and varied range of locos sheds. Adrian Booth has recorded many of them, and these (to date) four volumes give a good idea of that variety (volume one has sold out).

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

Locomotive Builders

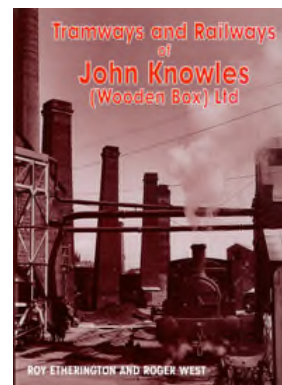
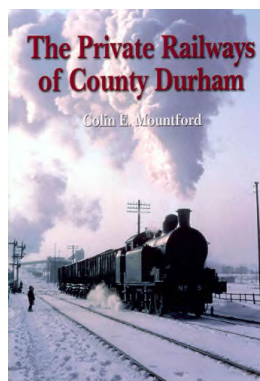
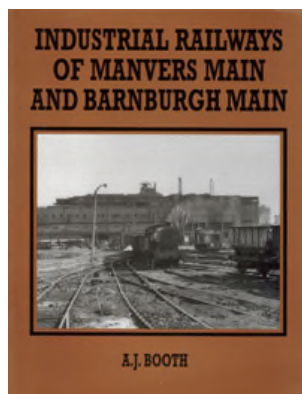
Books dealing with the products of a specific builder. There are also two reprints of two publicity brochures produced by Kerr, Stuart.

	Hard Cover		Soft Cover	
	Public Price	Members	Public Price	Members
Baguley-Drewry Ltd	£29.99	£20.00		
Decauville Steam Locomotives – A Works List	£35.00	£25.00		
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		
Kerr Stuart Water Tube Boiler Geared Drive Steam Locomotives			£9.00	£6.00
Planet Locomotives	£54.00	£38.00		
RoD Baldwin Locomotives			£2.50	£2.50
RoD Baldwin Locomotives (pdf download)			£2.50	£2.50
Ruston & Hornsby Locomotives	£37.00	£24.00		



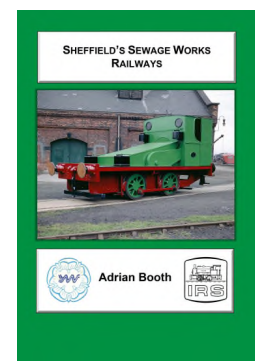
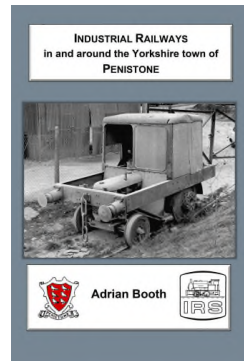
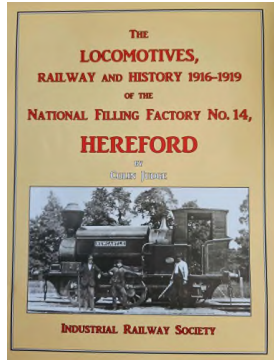
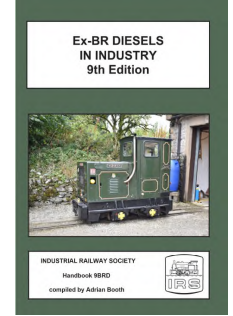
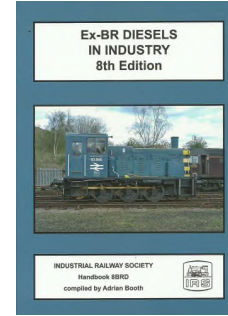
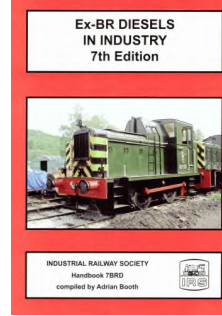
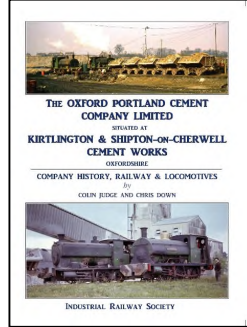
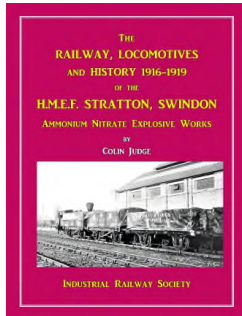
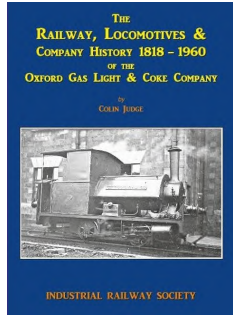
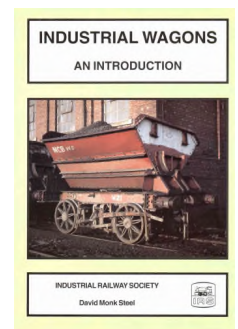
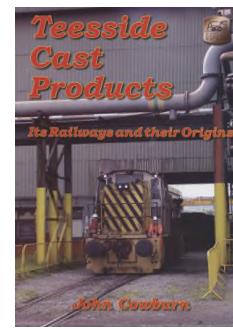
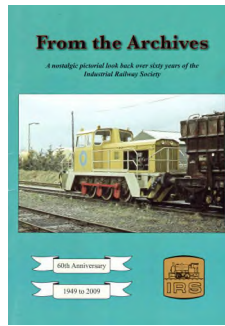
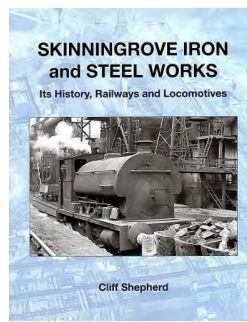
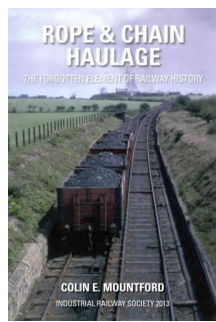
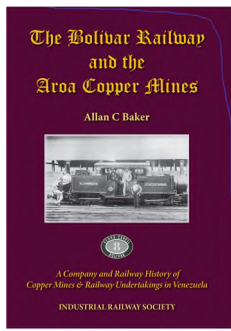
Private Railways

	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		
Tramways & Railways of John Knowles	£14.00	£8.00		



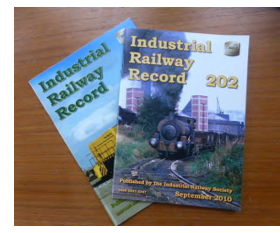
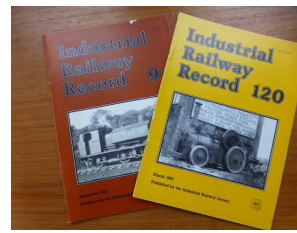
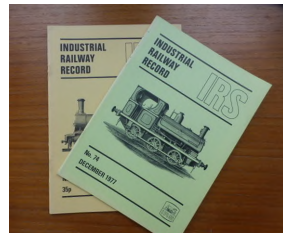
Other Books

	Hard cover		Soft cover	
	Public Price	Members	Public Price	Members
The Bolivar Railway & Aroa Copper Mines	£45.00	£42.00		
Ex-BR Diesels in Industry - 7BRD			£5.00	£3.50
Ex-BR Diesels in Industry - 8BRD			£7.50	£5.00
Ex-BR Diesels in Industry - 9BRD			£15.00	£10.00
From the Archives			£3.50	£3.50
The Locomotives Railway and History 1916-1919 of National Filling Factory No.14 Hereford NEW	£20.00	£18.00		
Industrial Railways in and around the Yorkshire town of Penistone NEW			£12.00	£10.00
Industrial Wagons			£7.50	£7.00
The Oxford Portland Cement Co. Ltd.	£30.00	£26.00		
The Railways, Locomotives & Company History, Oxford Gas, Light & Coke Company	£20.00	£18.00		
Rope and Chain Haulage	£29.95	£24.00		
Sheffield's Sewage Works Railways NEW			£10.00	£9.00
Skinningrove Iron and Steel Works	£24.95	£18.00		
Locomotives and History 1916-1919 of the HMEF Stratton, Swindon...			£10.00	£9.00
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 E-Shop (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.



Used Copies:	
1 to 34	£5.00
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(Five issues or more)	£2.00
53, 59, 67, 82	£5.00
69	£8.00
94 to 189 (excluding special issues)	£3.00
(Four issues or more)	£2.50
106, 161 and 177	£6.00
190 to 241 (excluding special issues)	£4.00
(Four issues or more)	£3.33

As new:	
203 "Austerity Saddle Tank Locomotives"	£6.95
242 - 244	£4.00
245 - 259	£5.00
260 - 263 NEW	£5.00
Also available:	
Indices for Vols. 1, 4, 6, 12, 13, 18-20	£2.00
Combined Index for Volumes 1-21 (issues 1-249) – Printed (160 pages)	£12.00
Combined Index for Volumes 1-21 – PDF	£8.00

Cordex Binders for the “INDUSTRIAL RAILWAY RECORD”



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.

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

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Bulletins 401 to 500 Downloadable file	£6.00
Bulletins 501 to 600 Downloadable file	£4.00
Bulletins 601 to 700 Downloadable file	£4.00

Overseas Bulletins to No.959 (July 2015) <i>Mail order only – subject to availability</i>	£2.00 each
Overseas Bulletins from No.963 (September 2015) <i>Mail order only – subject to availability</i>	£2.50 each

Society Ties and Polo Shirts

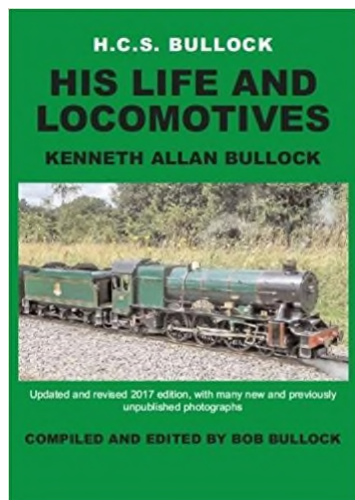
Society members are entitled to wear the official **Society Tie** (limited stocks). This is available in green or blue from **Mr Geeson** at **£3.50** each. Stocks of the blue tie are nearly exhausted. **Mr Geeson** can also supply the official **Society Polo Shirt** in blue at sizes M, L, XL and XXL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

OTHER PUBLISHER'S BOOKS

A to B Books

H C S Bullock, His Life and Locomotives

£11.95

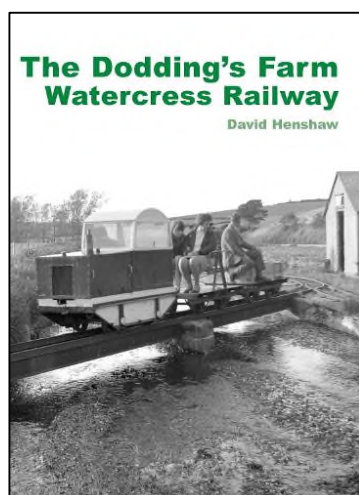


- **Author** K.A. Bullock
- **Soft cover** 128 pages
- **Published** 1 May 2017 (latest edition)
- **ISBN** 9780957565128

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 Dodding's Farm Watercress Railway

£9.99



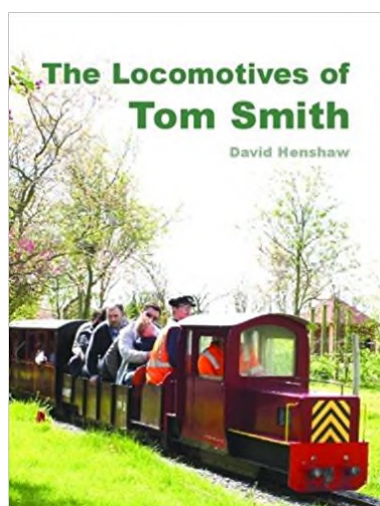
- **Author** David Henshaw
- **Soft cover** 52 pages 230mm x 170 mm
- **Published** June 2023
- **ISBN** 9780957565142

Narrow gauge industrial and agricultural railways reached their peak in the early years of the 20th century and gradually declined thereafter, killed off by industrial closures, changing working practises and road competition. However one railway remained at work on a watercress farm in deepest, darkest Dorset. Largely forgotten by corporate executives, the ancient locomotive 'Watercress Queen' plodded around the watercress beds doing what it had always done since it was built in 1948. Today, in 2023, it's still at work, although its future hangs by a thread. Railway author David Henshaw tells the story of the locomotive, the people who worked the beds and the railway that refused to die.

This book was reviewed in IRS Bulletin 1114 (September 2023).

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.

Werks und Feldbahnen zwischen Inn und Salzach **NEW**

£12.00



- **Author** Andreas Christopher
- **Hard cover** 148 pages A4
- **Published** 2023
- **ISBN**

Until a few years ago the area between Inn and Salzach, popular with holidaymakers, boasted a large and wide variety of industrial and field railways. They ranged from peat railways, brick and tileworks, quarries and mines, chemical works, iron and steelworks, waste disposal and other industries, both standard and narrow gauge. Sadly much has now gone but the standard gauge lines serving the chemical industry in south-east Bavaria are still active and interesting.

This book explores the industrial railways of the area active over the period since 1973, 62 sites in total, each with a description, locomotive lists and well-illustrated, many in colour.

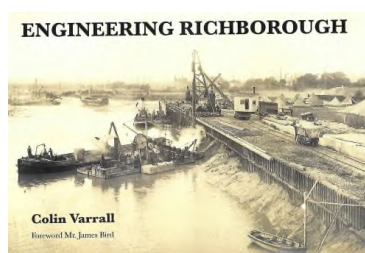
Das Gebiet zwischen Inn und Salzach, eigentlich eine beliebte Urlaubsregion, bot bis vor wenigen Jahren noch eine große Anzahl von höchst unterschiedlichen Werk- und Feldbahnen. Der Bogen spannte sich von Feldbahnen in der Torfindustrie, bei Ton- und Ziegelwerken, in Kraftwerken, in Steinbrüchen und im Bergbau über regelspurige Werksbahnen bei chemischen Werken, in der Eisen- und Stahlindustrie, bei der Abfallentsorgung und der sonstigen Industrie. Leider sind die einst zahlreichen Feldbahnbetriebe inzwischen weitgehend verschwunden. Doch die normalspurigen Werksbahnen im südostbayerischen Chemiedreieck sind nach wie vor aktiv und interessant.

In diesem Buch werden alle Werk- und Feldbahnen dieses Raums vorgestellt, die in den letzten 50 Jahren noch existierten und über eigene Lokomotiven verfügten, also alle Betriebe mit Stand 1973 und später. In der jeweiligen Werksgeschichte wird auch über die Zeit davor berichtet, wenn es der Sinnzusammenhang erfordert. Insgesamt 62 Werk- und Feldbahnbetriebe im Gebiet zwischen Inn und Salzach in Deutschland und Österreich werden in diesem Buch beschrieben, jeweils mit Text, ausführlichen Loklisten und meist farbigen Fotos, sehr viele davon im Großformat.

Addalem Books

Engineering Richborough

£20.00

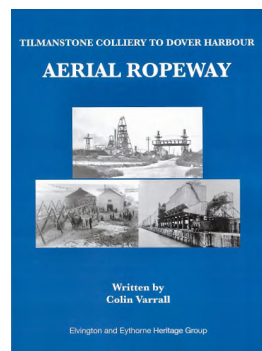


- **Author** Colin Varrall
- **Soft cover** 180 pages
- **Published** 2021
- **ISBN** 9781527293465

The history and development of Richborough, from pre-history, through the events at Richborough Port during the two World Wars, and more recently. B/W and colour photos.

Tilmanstone Colliery to Dover Harbour Aerial Ropeway

£10.00

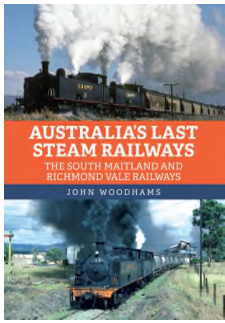


- **Author** Colin Varrall
- **Soft cover** 76 pages
- **Published** 2020
- **ISBN**

The history and development of the aerial ropeway that carried coal between Tilmanstone Colliery and Dover Harbour.

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

£15.99



- **Author** John Woodhams
- **Soft cover** 96 pages 234mm x 165mm
- **Published** August 2024
- **ISBN** 9781398110212

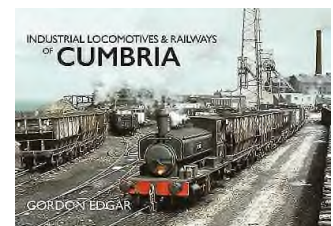
Rare and previously unpublished images illustrate the story of the last commercial steam working in Australia, which was active until 1987.

This book was reviewed in IRS Bulletin 1131 (September 2024).

Industrial Locomotives & Railways Series

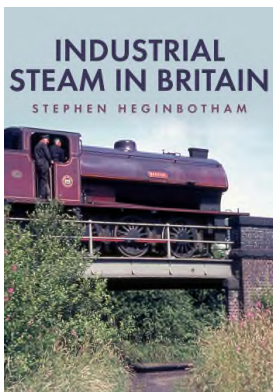
£19.99 (each)

A series of photographic albums by Gordon Edgar, each of which has 128 pages and about 150 illustrations. Five volumes are still in stock:



Industrial Steam in Britain

£15.99

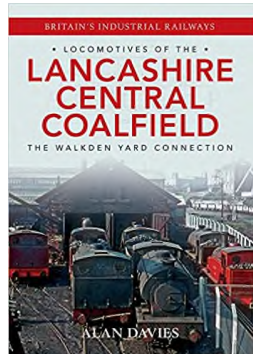


- **Author** Stephen Heginbotham
- **Soft cover** 96 pages 230mm x 165mm
- **Published** October 2022
- **ISBN** 9781445690384

Covering industrial steam throughout the British Isles over several decades, the photographs featured here, captured by David Letcher, document a period of industrial development that is now long gone. These photographs show industrial steam in a variety of settings – a long way from the steam heritage railways of today. Published for the first time here in a selection by transport author Stephen Heginbotham, the photographs offer a tribute to the final years of steam on our industrial railways.

Locomotives of the Lancashire Central Coalfield

£26.99

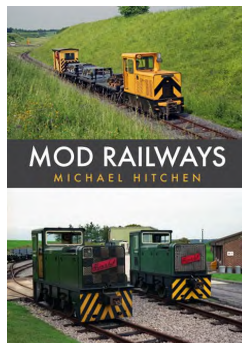


- **Authors** Alan Davies
- **Soft cover** 224 pages 165mm x 235mm
- **Published** 15 February 2014
- **ISBN** 9781445634838

The old Bridgewater Trustees mineral railways were to become the Central Railways of the huge Manchester Collieries concern, which was formed in March 1929. The landscape with its changing, suddenly abrupt and often fierce gradients was to be a cruel one for these colliery locomotives which were worked virtually constantly to their limits. From Worsley to Linnshaw Colliery, east of Walkden, the average gradient had been 1 in 52 with the occasional 1 in 30 stretch! The locomotives were varied but post-war included many of the Hunslet-designed Austerity, as well as a series of ex-North Staffordshire Railway locomotives. Alan Davies, in a companion volume to his previous work on Walkden Yard itself, tells the story of the locomotives that were based there, were maintained and repaired there and that sometimes finished their working lives at Walkden Yard..

MoD Railways

£15.99

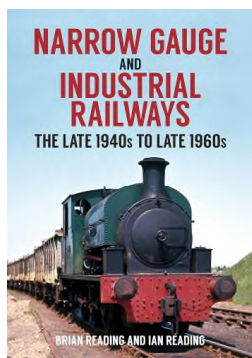


- **Author** Michael Hitchen
- **Soft cover** 96 pages
- **Published** 2021
- **ISBN** 9781445697987

A pictorial record of the rolling stock used at a number of locations, both standard and narrow gauge, and where appropriate the locations served by these systems.

Narrow Gauge and Industrial Railways – the late 1940s to the late 1960s

£15.99



- **Authors** Brian Reading and Ian Reading
- **Soft cover** 96 pages 165mm x 234mm
- **Published** Amberley Publishing, February 2023
- **ISBN** 9781398100121

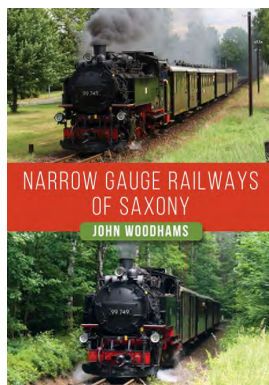
Industries as diverse as slate, iron, paper, glass, food and tourism relied on dozens of small railways to keep people and goods moving. At quarries, factories and picturesque rural stations this book explores scenes, many of which have now changed beyond recognition. This photographic tour includes the Isle of Man Railway, Stewarts & Lloyds Minerals at Corby, British Industrial Sand at Middleton Towers & Leziate, the Wissington Light Railway, Richard Garrett Engineering Leiston Works, Bowater's Railway at Sittingbourne, Kemsley & Ridham Dock, the Vale of Rheidol Railway, the Welshpool & Llanfair Light Railway, Dinorwic Quarries (Padarn) Railway, Penrhyn Quarry Railway, the Talyllyn Railway and the Festiniog (Ffestiniog) Railway.

This book reawakens memories for those who lived through this time of change and offers an insight for those who are too young to have been trackside during this period of railway history.

This book was reviewed in IRS Bulletin 1105 (March 2023).

Narrow Gauge Railways of Saxony

£15.99

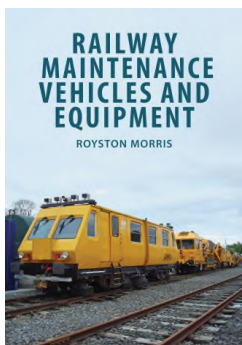


- **Author** John Woodhams
- **Soft cover** 96 pages 165mm x 234mm
- **Published** Amberley Publishing, March 2023
- **ISBN** 9781398108141

A number of narrow gauge railways can be found today in Saxony, eastern Germany, with commercial daily steam-hauled trains. These were once part of a much more extensive network of lines in the region, built to a gauge of 750 mm, which once totalled over 500 kilometres (311 miles). After the Second World War some railway assets were claimed by the Soviet Union as reparations, and the area became part of the German Democratic Republic. Many of the lines that served small towns and villages in rural areas were by then in poor condition and closed in the 1960s. However, those that were still running when the Berlin Wall collapsed in 1989 are still working today, though now privatised, and have been joined by several other enthusiast-run museum railways reviving sections of lines closed earlier. With a selection of rare and previously unpublished images.

Railway Maintenance Vehicles and Equipment

£14.99

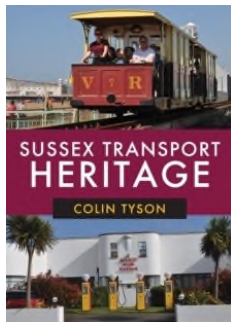


- **Author** Royston Morris
- **Soft cover** 96 pages
- **Published** 15 November 2017
- **ISBN** 9781445671710

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.

Sussex Transport Heritage

£14.99

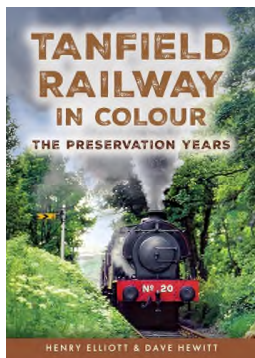


- **Author** Colin Tyson
- **Soft cover** 96 pages
- **Published** 15 November 2018
- **ISBN** 9781445680613

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.

Tanfield Railway in Colour **NEW**

£15.99



- **Authors** Henry Elliott and Dave Hewitt
- **Soft cover** 96 pages 234mm x 165mm
- **Published** March 2025
- **ISBN** 9781398124837

In 2025 the Tanfield Railway in County Durham celebrates its 300th anniversary, having been constructed in 1725 as a wagonway to carry coal from the North Durham coalfields to the River Tyne. By the 1960s it was in the hands of British Railways before volunteers took over early the following decade. Since that time the heritage railway has developed as a centre for the preservation of industrial locomotives, which operate over a 3-mile section from East Tanfield to Sunnyside. Notable locations along the route include Causey Arch, the first bridge built to carry a railway in 1726, and Marley Hill, the oldest continuously operating engine shed, built in 1854. Although constructed for the transportation of coal, passenger trains now run regularly for visitors

on Sundays, between March and October, and in December, the North Pole Express takes eager children to visit Father Christmas. Train enthusiasts are also catered for with demonstration coal trains and an annual gala weekend. All these events are possible due to the efforts of a dedicated group of volunteers of all ages who ensure that traditional skills are passed from one generation to the next. Henry Elliott and Dave Hewitt illustrate Tanfield's story as a heritage railway with stunning photographs and informative captions.

This book was reviewed in IRS Bulletin 1143 (May 2025).

Tanfield Waggonway **NEW**

£15.99

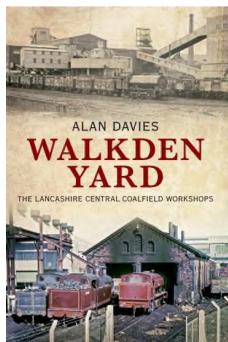


- **Authors** Rob Langham
- **Soft cover** 96 pages 234mm x 165mm
- **Published** September 2025
- **ISBN** 9781398105584

Marking its 300th anniversary, this well illustrated book explores the history of the Tanfield Waggonway.

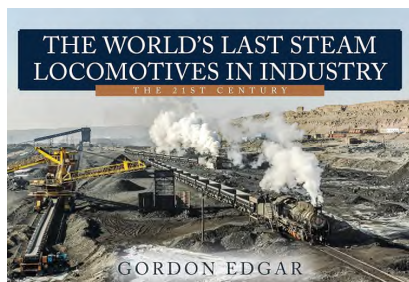
Walkden Yard: The Lancashire Central Coalfield Workshop

£14.99



- **Author** Alan Davies
- **Soft cover** 128 pages, 113 illustrations
- **Published** 20 April 2015
- **ISBN** 9781848689251

Located close to the Ellesmere Colliery, the Walkden Yard ultimately became the NCB Central Workshops for Lancashire. From here the workshops served the Bridgewater Trustees' collieries, providing engineering support as well as maintaining the numerous railway locomotives and the many hundreds of wagons that the company owned. Opened in 1878, Walkden Yard transferred to the National Coal Board upon nationalization after the Second World War and its importance grew as it served the other Lancashire collieries too. At Walkden there were a machine shop, joiners' shop, electricians' shop, paint shop, tinsmiths', locomotive repair shop, wagon sheds and wagon machine shop. The yard itself employed hundreds but was closed in 1986 with the decline of the Lancashire coalfield. A housing estate now sits on the site and it is hard to remember that the site once serviced the many locomotives that belonged to the NCB, or that the Coal Board and its predecessors operated many locomotives over their own lines as well as the railway company ones and that a huge industry was maintained at Walkden yard, repairing locomotives and rolling stock. In this book, Alan Davies tells the story of the Walkden yard and the locomotives of the Lancashire coalfield.



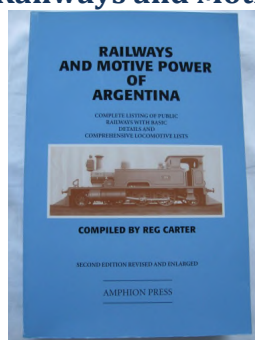
- **Author** Gordon Edgar
- **Soft cover** 128 pages 246mm x 168mm
- **Published** March 2023
- **ISBN** 9781398108103

Following on from his series examining industrial steam in regions of the UK, Gordon Edgar looks at a series of fascinating workings around the world during the final days of steam in industry. A number of globe-trotting trips in the latter part of the twentieth century and early twenty-first produced a remarkable record of steam at work in locations as varied as Germany, Austria, Poland, Bosnia and Herzegovina, Romania, Cuba, Java, India and China. With stunning, evocative photographs that capture not only the final days of these industrial workhorses but also the atmosphere of the environments in which they toiled, including opencast coal mines, quarries, steelworks and sugar plantations, this is a fitting tribute to an important aspect of international industrial history. The volume focuses on scenes captured in the twenty-first century.

Amphion Press

Railways and Motive Power of Argentina

£12.00



- **Author** Reg Carter
- **Soft cover** 514 pages
- **Published** 2006
- **ISBN** 9780953032013

This is undoubtedly the definitive reference book on the railways of Argentina and the locomotives and motive power that ran on them!

Association for Industrial Archaeology

The Association for Industrial Archaeology Regional Guides

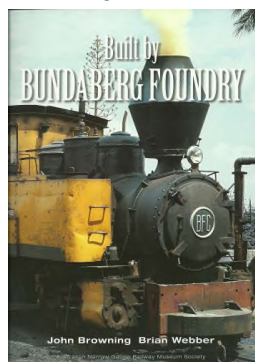
In most years the Association for Industrial Archaeology has produced a gazetteer for the area of its annual conference, resulting in a valuable series of regional IA guides. They are always written by local experts and are profusely illustrated with photographs and maps. Only one is currently in stock:

Sussex	2015	£6.50
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Australian NG Railway Museum Society

Built by Bundaberg Foundry

£18.00



- **Author** John Browning and Brian Webber
- **Soft cover** 80 pages A4
- **Published** 2012
- **ISBN** 9780959600940

Using manufacturer's records and the memories of those who built and worked on them, this book tells the story of the locomotives produced by this Queensland company.

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

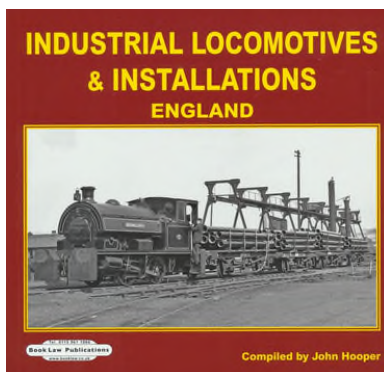
Steam in Serbia is a profusely illustrated book that traces not only the fascinating history of the railways of Serbia but also the development of railway preservation in the country, as well as listing every existing steam locomotive (Keith Chester). Book contains a history of Serbian State Railways (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.

Booklaw Publications

Industrial Locomotives and Installations - England

£9.99



- **Author** John Hooper
- **Soft cover** 48 pages
- **Published** January 2022
- **ISBN** 9781913049263

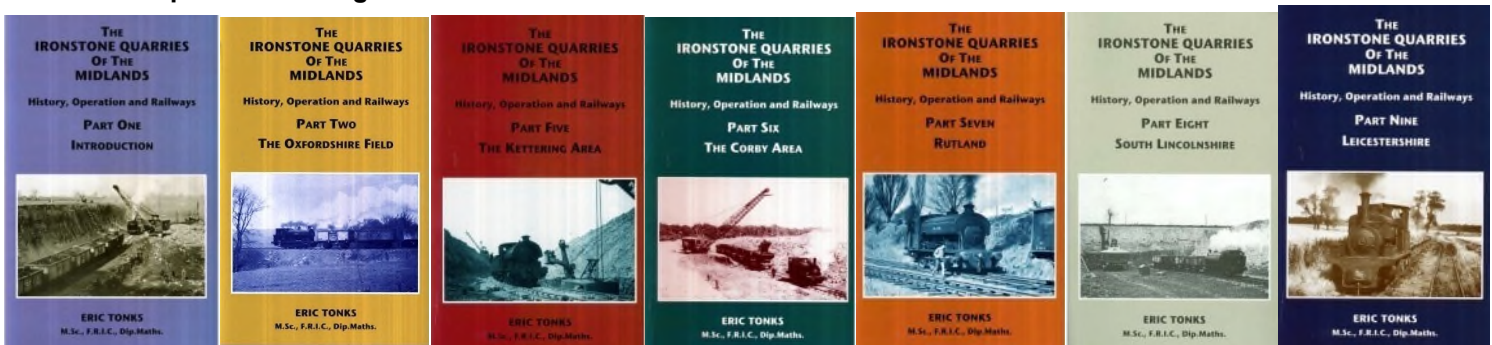
An album showcasing some of England's industrial railway systems. Locomotives are shown both at work and at rest in a variety of settings - collieries, steel works, docks and paper mills.

The Ironstone Quarries of the Midlands

£9.00 (each)

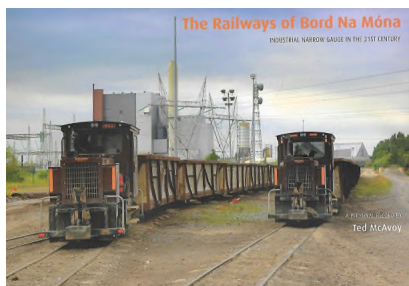
The definitive study of the Midlands Ironstone Quarries and Railways, by former IRS President Eric Tonks. Based on more than fifty years of investigation by the author, it is comprised of nine volumes, originally published between 1988 and 1992. All are now available as soft cover reprints. Part I (Introduction), Part II (Oxfordshire), Part V (Kettering), Part VI (Corby), Part VII (Rutland), Part VIII (South Lincolnshire) and Part IX (Leicestershire) are still in stock.

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



The Railways of Bord na Móna

£10.95



- **Author** Ted McAvoy
- **Soft cover** 64 pages 240mm x 178mm
- **Published** 2021
- **ISBN** 9781399912198

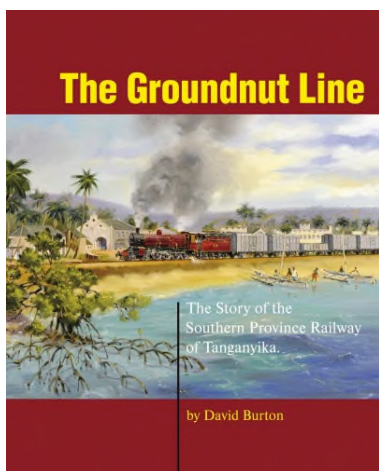
The 3ft gauge railways of Bord na Mona were by far the largest network of narrow gauge ever seen in the British Isles. Moving as much as 4 million tonnes of peat each year, they featured more than 200 British built locomotives, before building their own from the 1990s. Each year around 200 miles of temporary tracks were laid. This book covers all aspects of the railways since 2000. Includes full colour photography.

This book was reviewed in IRS Bulletin 1083 (March 2022).

David Burton

The Groundnut Line

£8.99



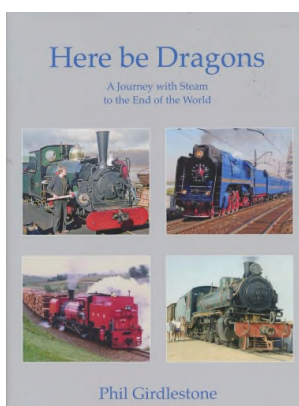
- **Author** David Burton
- **Soft cover** 48 pages 240mm x 170mm
- **Published** February 2015

Despite Britain's totally desperate economic situation after the Second World War, John Strachey, Minister of Food in the newly elected Labour government of 1947 under Clement Atlee, backed a scheme to grow Groundnuts in a sparsely-populated area of Tanganyika! His aim was to help alleviate a world shortage of vegetable oils but it was destined to be a failure which was to cost Britain, even at immediate post-war value, millions of pounds it could not afford! This is the history of a railway from nowhere to nowhere.

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*.

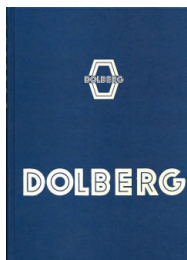
In the mid-1980s, Phil worked on a project to alleviate famine in Sudan, in which it was planned to rehabilitate a limited number of steam locomotives to haul food supplies to remote locations. The opportunity was taken to fit a Lempor exhaust to one locomotive that resulted in a 12% reduction in (oil)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

This book was published posthumously after editing by David Wardale.

Dolberg General Catalogue 333 from 1940

£15.00



A catalogue of locomotives, wagons, track for Feldbahn and other systems.

Hanomag Contractors Locomotives **NEW**

£4.95



Hanomag Narrow Gauge Locomotives for Industrial Purposes

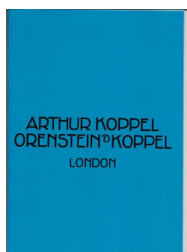
£4.95



An illustrated list of eight locomotive types with gauges and weights.

Arthur Koppel / Orenstein Koppel. English advertising catalogues

£9.00



English language extracts from the Arthur Koppel and Orenstein Koppel advertising catalogues.

Orenstein & Koppel Catalogue No.552

£15.00



A reprint of a 1902 French language Orenstein Koppel advertising catalogues.

Elektrische Schmalspur-Lokomotiven für Werkbahnen

£12.00

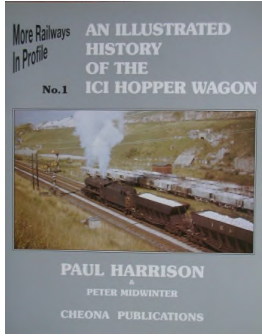


A reprint of the 1927 catalogue published by Siemens-Schuckert listing their narrow gauge electric designs and the customers who had bought them. German language but mostly in tabular format and easy to understand, 28 pages A4, 22 photographs.

Ein Nachdruck des von Siemens-Schuckert herausgegebenen Katalogs von 1927, in dem die Schmalspur-Elektroloks und die Kunden aufgeführt sind, die sie gekauft haben. Deutschsprachig, aber größtenteils tabellarisch und leicht verständlich, 28 Seiten A4, 22 Fotos

An Illustrated History of the ICI Hopper Wagons

£14.00

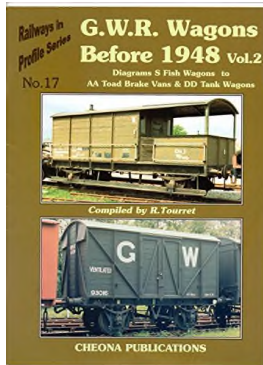


- **Authors** Paul Harrison & Peter Midwinter
- **Soft cover** 112 pages
- **Published** 2002
- **ISBN** 9781900298186

This book traces the history of the iconic ICI Hopper Wagons and their successors. Photographs and dialogue tracing the whole of 60+ years service. An invaluable source of information for historians and railway modellers

G.W.R Wagons Before 1948 Vol.2

£5.00



- **Authors** R. Tourrett
- **Soft cover** 64 pages
- **Published** 2009
- **ISBN** 9781900298278

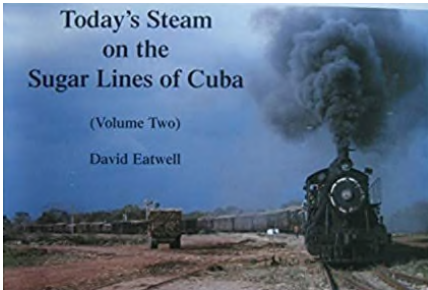
Covers Diagrams S Fish Wagons to AA Toad Brake Vans & DD Tank Wagons

Continental Railway Circle

Today's Steam Sugar Lines Cuba

£9.99

Members: £5.00

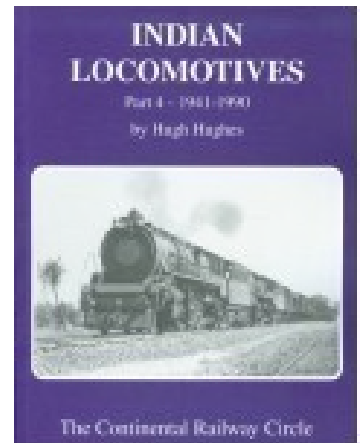
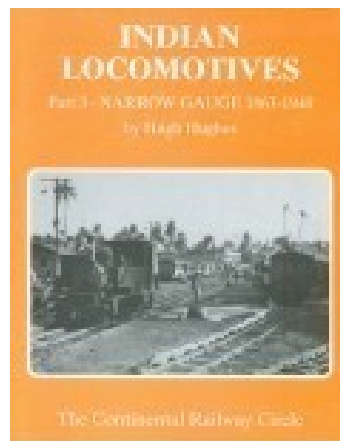
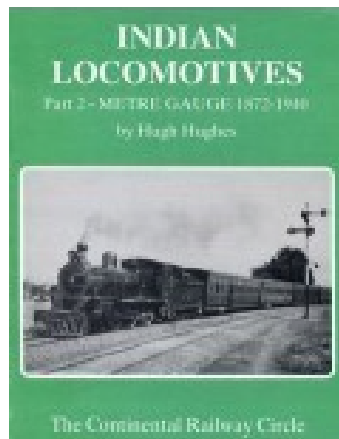
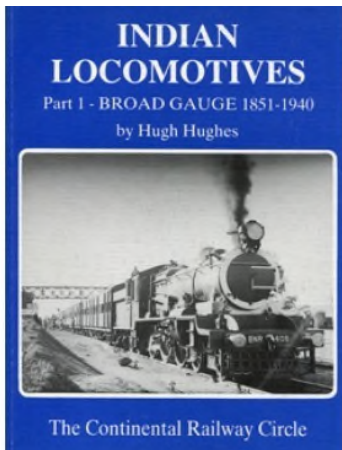


- **Author** David Eatwell
- **Soft cover** 49 pages, mainly illustrations
- **Published** 2001

Indian Locomotives – Parts 1 to 4

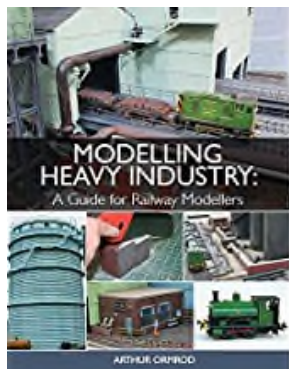
£3 each

A four part survey by Hugh Hughes, published between 1990 and 1996:



Modelling Heavy Industry, A Guide for Railway Modellers

£18.99



- **Author** Arthur Ormrod
- **Soft cover** 192 pages
- **Published** 10 August 2017
- **ISBN** 9781785003370

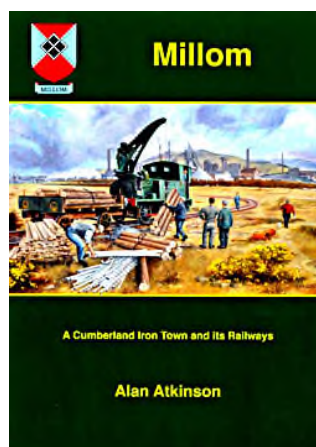
Arthur Ormrod has had a lifelong interest in railways and railway modelling. He was brought up in west Manchester and found the many local industrial railway systems a source of endless fascination. In the early 1970s he worked at two large British Steel Corporation plants, which left him with an abiding interest in the iron and steel industry. This book describes how he has incorporated the modelling of large industrial structures and industrial systems into his general railway modelling activities.

This book was reviewed in IRS Bulletin 1003 (November 2017)

Cumbrian Railways Association

Millom - A Cumberland Iron Town and its Railways

£14.00



- **Author** Alan Atkinson
- **Soft cover** 112 pages A4
- **Published** November 2012
- **ISBN** 9780957038714

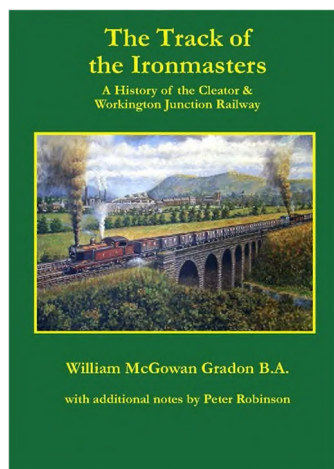
This book focuses on the history and influence of the railways, both main line and industrial and considers in some detail the industry and commercial development of the principal settlement in the area.

In attempting to compile a history of Millom and its railways one must first ask the question, “where is Millom?” The answer is nowhere near as simple as “a small post-industrial town at the mouth of the River Dutton”, for it depends on whether one is referring to the Lordship, civil parish, township, Urban District, Rural District or just the current town. For the purposes of this historical narrative Millom will be all of these and more besides.

Late twentieth-century commentators have not been kind to Millom: Millward and Robinson in *The Regions of Britain – The Lake District* (1970) described the town as “a starkly simple ore-mining and smelting centre whose cycle of history is already completed”; the Mayor of Copeland infamously called it “a place of despair”. Today’s visitor could be forgiven for sympathising with these sentiments, but to do so is to misunderstand Millom’s significance as the site of the largest haematite deposit in the UK and the centre of a consistently prosperous and innovative iron manufacturing industry.

The Track of the Ironmasters - A History of the Cleator and Workington Junction Railway

£8.95



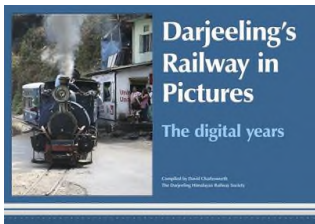
- **Author** W. McGowan Gradon
- **Soft cover** 68 pages A5
- **Published** 2018 (reprint)
- **ISBN** 9780954023225

When McGowan Gradon wrote this book in 1952 the line of the Cleator & Workington Junction Railway was more or less as it had been built some seventy years earlier. Only a few sections had been lost, and although the sparse passenger service had disappeared in the early thirties, the line still fulfilled at least some part of its original purpose – to serve the needs of the coal, iron and steel industries of West Cumberland. Now much of the line is lost and forgotten. Cuttings have been filled, other parts built or ploughed over. One section lives on as a route for walkers and cyclists only

The text of the original publication has been reproduced precisely, apart from correction of typographical errors, in this new edition prepared by Peter Robinson. Notes have been added to correct, update or amplify statements in the original, and new appendices have been inserted..

Darjeeling's Railway in Pictures

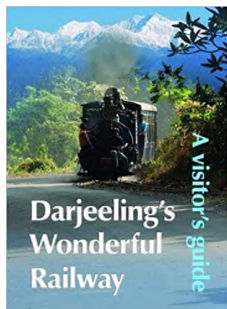
£14.95



- **Author** David Charlesworth
- **Soft cover** 64 pages 210mm x 297mm
- **Published** February 2015
- **ISBN** 9780954160258

Darjeeling's Wonderful Railway - A Visitor's Guide

£7.95

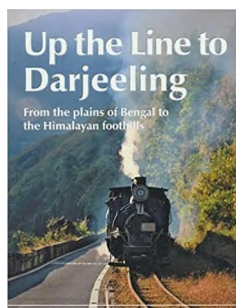


- **Author** David Charlesworth
- **Soft cover** 40 pages 283mm x 210mm
- **Published** September 2016
- **ISBN** 9780954160265

Full colour with a revised map of the line, chronological history, a chapter on "Getting to" and "Riding the DHR" with sections on tea, locomotives, rolling stock and flora and fauna. Designed and produced by David Charlesworth, with major contributions from Richard Wallace and specific chapters from David Churchill, Peter Tiller, Paul Whittle, Peter Jordan and Eddie Lang.

Up the Line to Darjeeling

£24.95

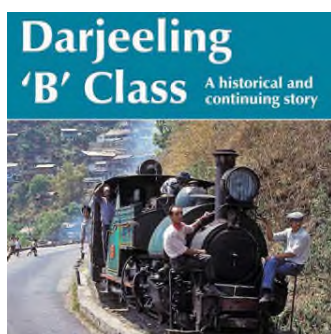


- **Author** David Charlesworth
- **Soft cover** 128 pages 283mm x 210mm
- **Published** January 2021
- **ISBN** 9780954160296

The definitive description of the route, with many detailed maps and plans

The Incredible Darjeeling B class

£24.95



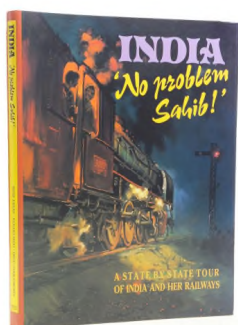
- **Author** David Churchill
- **Soft cover** 128 pages 283mm x 210mm
- **Published** July 2018
- **ISBN** 9780954160289

friends with specific expertise.

The history, build details and operating practices, and including detailed plans for model makers too. This book expands considerably on the knowledge base we have from previous publications and will prove to be the definitive work on this iconic class of locomotives which have worked on the Darjeeling Himalayan Railway since 1889! Written by David Churchill, probably the world's foremost authority on Darjeeling Locomotives, it balances diligent research with information from the DHRS archive and the support of

India "No Problem Sahib"

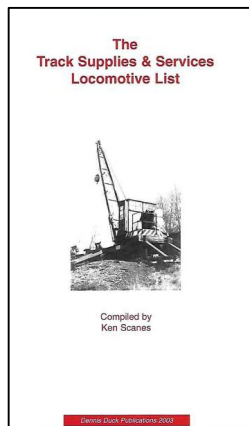
£24.95



- **Author** David Charlesworth, Richard Paget and Peter Jordan
- **Hard cover** 96 pages 283mm x 210mm
- **Published** 1989
- **ISBN** 9780951491607

An album of colour photographs taken during the late 1970s and throughout the 1980s of railways around India. A short introduction to India's extensive railway system is followed by chapters covering each region of India. Each chapter contains a general overview of the region, followed by a series of photographs of railways in the featured area, primarily of the steam locomotives that were still in use at that time.

Low stocks remain of the following lists, all at £4 each:

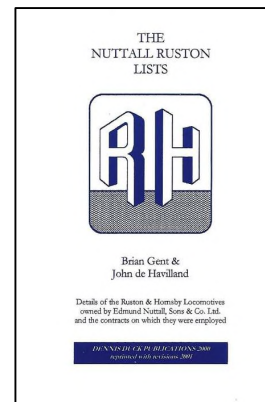


The Nuttall Ruston Lists

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

Track Supplies & Services Loco List

Author: Ken Scanes; Published:2003.



DGEG

Deutsche Lokomotiven in Brasilien

£15.00

Deutsche Lokomotiven in Brasilien



- **Authors** Günter Koch, Günter Krause and Martin Murray
- **Hard cover** 280 pages
- **Published** February 2016
- **ISBN** 9783937189956



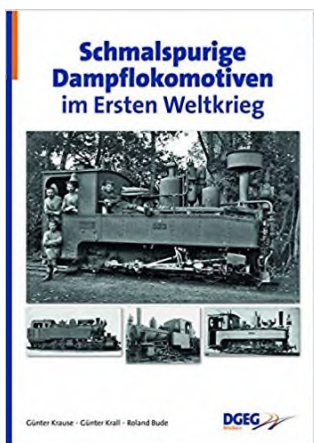
For many years Brazil was a major customer for the German locomotive industry. Some 728 locomotives were sent there. This book describes them. German text.

Brasilien war jahrelang ein Hauptabnehmer der deutschen Lokindustrie. Über 728 Loks wurden in das südamerikanische Land exportiert. Sie werden in diesem Buch vorgestellt.

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

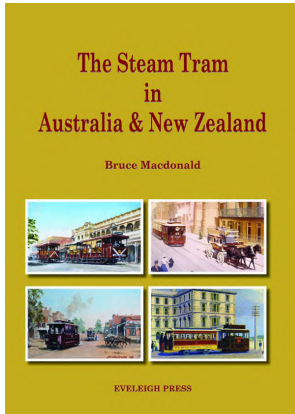
This book describes the narrow German military field railway locos of the First World War, primarily the eight-coupled "Brigadeloks", produced in huge numbers but whose fate is, where possible, listed individually here. The preserved examples are listed, and also those employed subsequently on Polish or Rumanian forestry railways. The book also covers the six-couple 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 Ausstellungstück 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

Eveleigh Press (Australia)

The Steam Tram in Australia & New Zealand

£38.00



- **Author** Bruce Macdonald
- **Hard cover** 184 pages A4
- **Published** 2019
- **ISBN** 9781876568641

As the cities in the British Colonies of Australia and New Zealand grew in the 19th century there was a need for public transportation. Overseas, in Britain and America tramways were quite widespread by the 1860s and it was only a matter of time before this transport mode was extended to the colonies. In Sydney, the first tram, horse drawn, connected Circular Quay on the harbour with the railway station at Redfern in 1861. Although this was dismantled five years later, the die had been cast, tramways being the answer the city fathers were seeking. Although quite a few systems commenced with horse-drawn vehicles, steam-hauled motors as the steam tram locomotives were to be known, became common at the

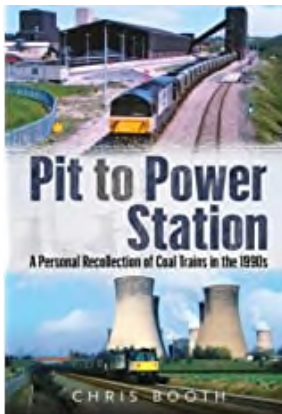
front of a tram.

This book is not a history of the various systems in the two countries but a coverage of the various motors that were found in service until the systems were electrified or shut down in favour of buses. Where known, every type of steam motor is shown in photographic or illustrative form, in some cases also showing the modifications applied. Photos have been drawn from many sources and restored trams are shown in colour. Most systems are accompanied by a map. In the 1950s, the author took on the task of restoring the then last motor in steam in Sydney. The story, which includes the commencement of steam locomotive preservation in NSW, is described. Coverage includes specification forms from Baldwin and some work cards of the steam motors in Newcastle.

Fonthill Media

Pit to Power Station: A Personal Recollection of Coal Trains in the 1990s

£20.00



- **Author** Chris Booth
- **Soft cover** 256 pages 172mm x 248mm
- **Published** March 2022
- **ISBN** 9781781558669

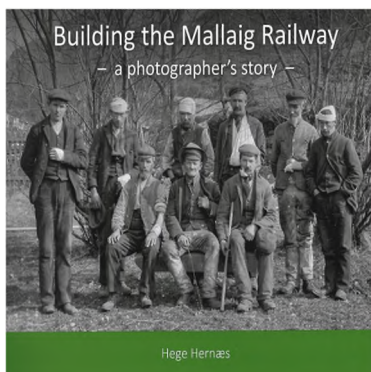
Focusing on the 1990s as a decade of change, all of the collieries and most of the coal fired power stations of that era have now gone. During that decade the author made a point of photographing the collieries and power stations, and the trains that moved the coal, and so amassed a large collection of photographs. Being based at Worksop he is able to give a potted history of the Depot, commencing with a brief look at the area in the late 1980s and into the 1990s. The run-up to the privatisation of the railways is followed by the new freight companies which brought changes in coal operations, before the wholesale decline in coal production. There are images taken in the Notts, Derbyshire, Yorkshire, Leicestershire, and Staffordshire coalfields. Brief descriptions of each colliery and power station illustrated are given, with maps

to show their location, along with power station track diagrams, tables, and coal plans to show where power station coal originated. The book concludes with a few instances of locations that Worksop-based drivers served.

Glenfinnan Station Museum

Building the Mallaig Railway - A Photographer's Story

£30.00



- **Author** Hege Hernæs
- **Hard cover** 136 pages
- **Published** November 2020
- **ISBN** 9781527273412

In July 2017, Glenfinnan Station Museum received, out of the blue, an email with an interesting attachment. A black & white photograph of 'Cooper & Co.'s Railway Stores' had come to light, revealing the appearance of one of the shops that used to serve the many navvies on the Mallaig Railway at the dawn of the 20th century. No visual record of these stores had been known to exist.

Generously illustrated with more than 100 pictures from 1900, this book is the story of the events and photographic revelations that followed on from that first picture, the years of research that ensued and

the new knowledge that was gained in the process. It is a story about the people who built the Mallaig Railway and how they went about building it, engagingly written by the museum's curator Hege Hernæs. But it is also a detective story. For who took these pictures, and why were they taken?

P. Harding

Peter Harding has written and published a number of 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

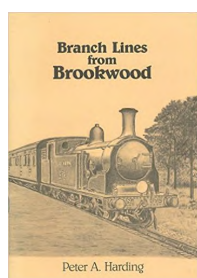


Published July 2006 (latest edition); ISBN 9780955240300.

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.

Branch Lines from Brookwood

£4.00



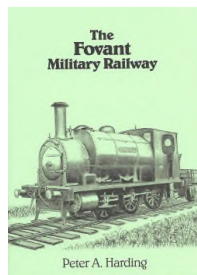
Published 22 February 2008; ISBN 9780955240324.

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.

The Fovant Military Railway

£4.00



Published 10 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.

The Hawkhurst Branch Line

£4.00

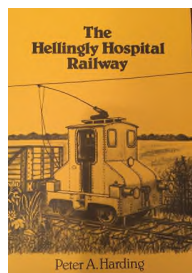


Published April 1998 (latest edition); ISBN 9780952345831.

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

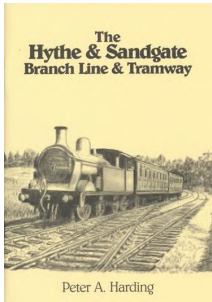


Published April 1989; ISBN 9780950941455.

The Hellingly Hospital Railway was built in 1899 to transport coal and passengers to the hospital, with the branch leaving the Cuckoo line at Hellingly station, an early electrified railway. The line closed in the 1950s. With photographs and illustrations the book includes the history of the line, the motive power and rolling stock, tickets and timetables, closure and the present scene.

The Hythe and Sandgate Branch Line and Tramways

£4.50



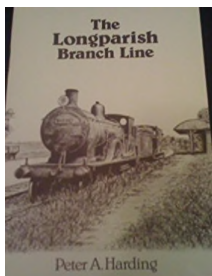
Published 2020; ISBN 9781527286832

The latest book from Peter Harding, this looks at the short branch line from Sandling Junction to Hythe and nearby Sandgate which opened in 1874 and closed in 1951 with the Hythe to Sandgate section having closed 20 years earlier.

Peter also looks at the tramway which ran along the coast from Sandgate Hill Lift before turning inland to reach the Red Lion Hotel in Hythe. There was also a branch to serve Hythe station. The tramway only lasted until 1921 before it was completely closed.

The Longparish Branch

£4.00

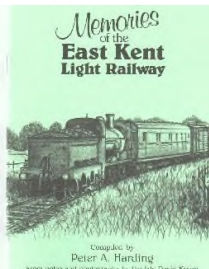


Published June 1992; ISBN 9780950941486.

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



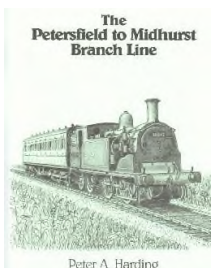
Published 2008 (latest Edition); ISBN 9780952345824.

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 Petersfield to Midhurst Branch Line

£4.00

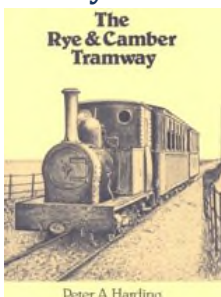


Published 2013.

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

The Rye & Camber Tramway

£4.00

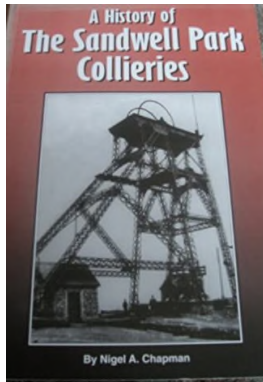


Published May 1985; ISBN 9780950941417.

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.

A History of the Sandwell Park Collieries

£8.50



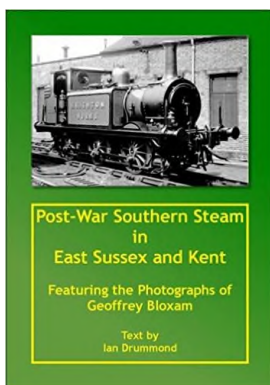
- **Author** Nigel A. Chapman
- **Soft cover** 144 pages
- **Published** September 1997
- **ISBN** 9780951775585

An account of Sandwell Park Collieries in West Bromwich.

Holne Publishing

Post War Southern Steam in East Sussex and Kent

£13.95



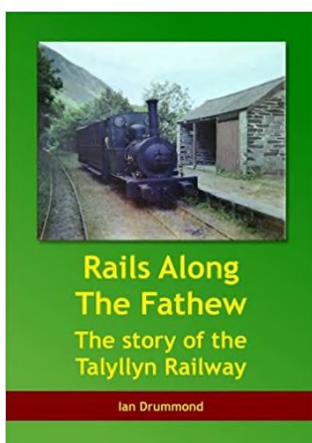
- **Authors** Geoffrey Bloxam and Ian Drummond
- **Soft cover** 96 pages A4
- **Published** November 2014
- **ISBN** 9780956331793

The post-war years were ones of tremendous upheaval for the railways of East Sussex and Kent. There was the slow recovery from the war, which had taken a huge toll on people and equipment. Nationalisation saw the Southern Railway disappear to be replaced by British Railways. This in turn produced a wide variety of locomotive liveries. New Bulleid pacifics were being produced at Brighton and 'Standard' locomotives were being introduced by British Railways. However, at the same time there was still much of the former pre-grouping companies' equipment still in regular use. Change though was coming, and soon the railway

map of Southern England would be altered forever. During this time Geoffrey Bloxam was recording what was happening on the railways. Starting from 1946 his photographs form a fascinating window on this evolving scene. They included photos from the lineside, mainly on the secondary and branch lines, as well as in and around locomotive sheds. The Kent and East Sussex Railway is also significantly covered, as well as the last days of the Sheppey Light Railway and the Hythe branch. This volume brings together over 180 of his photographs for the first time, complete with a foreword by his brother, Peter. It also features detailed captions, historical notes and colour maps to set the photos in context.

Rails along the Fathew

£25.95



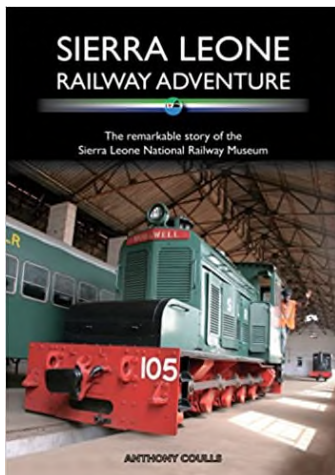
- **Author** Ian Drummond
- **Hard cover** 224 pages A4
- **Published** September 2015
- **ISBN** 9780956331786

A comprehensive history of The Talylyn Railway in Wales, the World's First Preserved Railway. Written by award-winning author, Ian Drummond, this new book makes use of original research, as well as the latest computer and printing technology, to produce a stunning new history of this much-loved railway. From its origins as a tramroad built to transport slate from the Brynglwys quarry to Tywyn on the west coast of Wales, opened in 1865, today the Talylyn Railway has become the pioneer of railway preservation. This book traces the story of the Talylyn from those humble beginnings through days of prosperity and austerity, to its preservation and development as a world-famous tourist destination. However, it still retains much of its heritage and has all of its original locomotives and

carriages in regular service, giving it an authentic atmosphere. 'Rails Along The Fathew' has over 400 photos, many in colour, including recently discovered pre-preservation colour photographs, as well as colour track plans and ephemera. It has sections on the history of the railway over its 150 years of service, along with descriptions of the route and detailed histories of the stations. There are also sections on the passenger and goods operations, the locomotives and rolling stock. Those that worked on the line are featured, as well as some of the 150th Anniversary celebrations.

Sierra Leone - Railway Adventure

£3.00



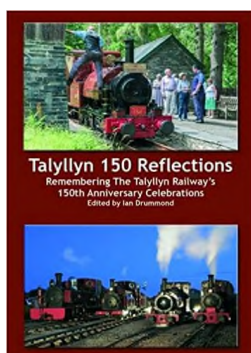
- **Author** Anthony Coulls
- **Soft cover** 20 pages 149mm x 210mm
- **Published** September 2015
- **ISBN** 9780956331779

This booklet is being sold in aid of the Friends of the Sierra Leone National Railway Museum, and tells the story of how a collection of derelict railway equipment which survived a civil war is now being used to boost tourism and help restore a war-torn land. It contains a brief history of the railways of Sierra Leone, both the Government railway and the DELCO mineral line complete with historic photographs both in colour and black and white. However, it then goes on to tell how a collection of the original Government railway which had been locked away during the civil war was rediscovered by Colonel Steve Davies. Col. Davies was then part of the UN peacekeeping force, but later became Director of the UK National Railway Museum, whose vision led to the 'Great Gathering' of the surviving A4 locomotives in 2013. He persuaded the new government in Sierra Leone that

the collection could form the basis of a Railway Museum, which would not only teach about the history of the railways but also act as a tourist attraction.

Talyllyn 150 Reflections

£9.95



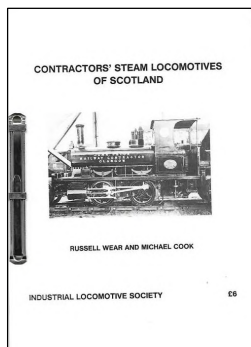
- **Author** Ian Drummond
- **Soft cover** 64 pages
- **Published** October 2016
- **ISBN** 9780995638709

This book commemorates the Talyllyn Railway's 150th anniversary celebrations.

Industrial Locomotive Society

Contractors' Steam Locomotives of Scotland

£6.00



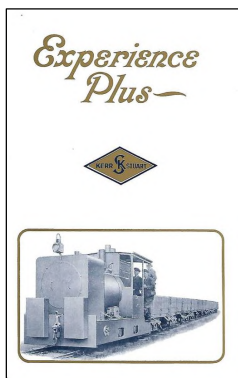
- **Author** Russell Wear and Michael Cook
- **Soft cover** Metal clip bound
- **Published** 1990

A list of the steam locomotives known to have been used by contractors in Scotland.

Experience Plus

£6.75

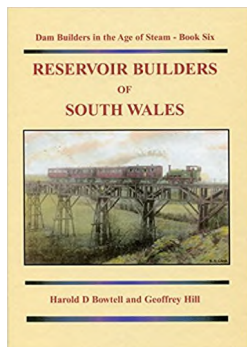
Members: £6.00



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

Reservoir Builders of South Wales

£12.00



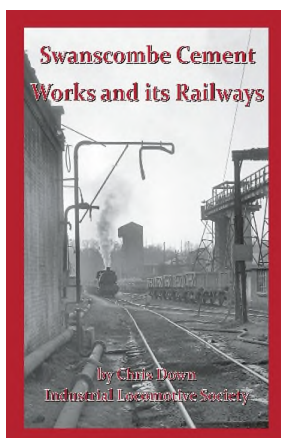
- **Authors** Harold D. Bowtell and Geoffrey Hill
- **Hard Cover** 136 pages
- **Published** 3 January 2006
- **ISBN** 9780954072629

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.

Swanscombe Cement Works and its Railways

£36.00

Members: £30.00

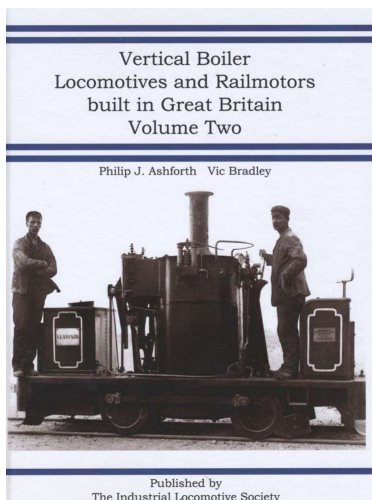


- **Author** Chris Down
- **Hard cover** 424 pages, 240 x 170mm
- **Published** August 2022
- **ISBN** 9780954072650

Swanscombe Cement Works operated for nearly 165 years, one of the longest-lived cement works in the world and, for many decades, also one of the largest. For the first hundred years or so there was a unique narrow gauge railway using outside-flanged wheels, and over the years employing some thirty steam locomotives, many unique. When modernised in the 1927-29 period its new standard gauge railway was one of the busiest and most efficient in the industry. This book, by an author long acquainted with the site, tells the story of these railways, in the context of the history of the factory as a whole and the lives of those who worked here.

Vertical Boiler Locomotives Volume 2

£29.95



- **Authors** Philip J. Ashforth and Vic Bradley
- **Hard Cover** 290 pages 280mm x 224mm
- **Published** 2016
- **ISBN** 9780954072643

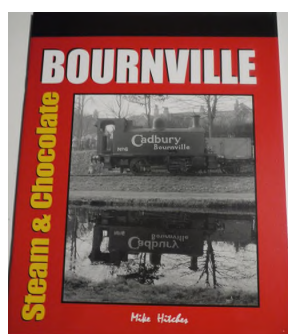
This is a companion volume to the book by Rowland Abbott published by The Oakwood Press in 1989. This new volume brings the original book up to date and includes much new information gathered from original historical research. Whilst much of the book provides revised and expanded data about the principal builders and discussion of many of the more obscure builders. Amongst the larger builders covered is Atkinson Walker and their locos are fully discussed with many new illustrations. The histories of the locos built by Alexander Chaplin have been expanded upon as have those built by DeWinton. For the section on Sentinel there is a new construction list.

Irwell Press

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

Bournville, Steam and Chocolate

£6.95



- **Authors** Mike Hitches
- **Soft Cover** 32 pages
- **Published** 1992
- **ISBN** 9781871608311

The story of Bournville's industrial railway system.

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 – Scotland

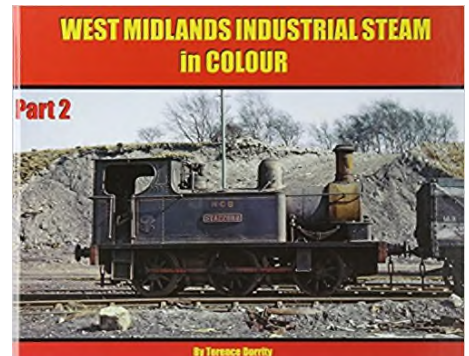
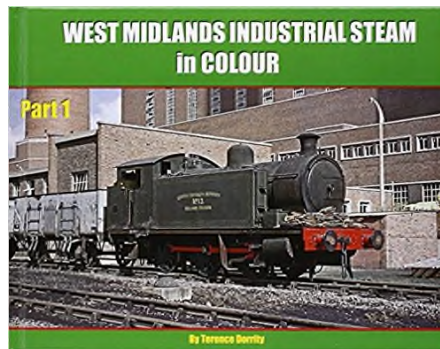
£11.95

West Midlands Industrial Steam In Colour Part 1

£12.99

West Midlands Industrial Steam In Colour Part 2

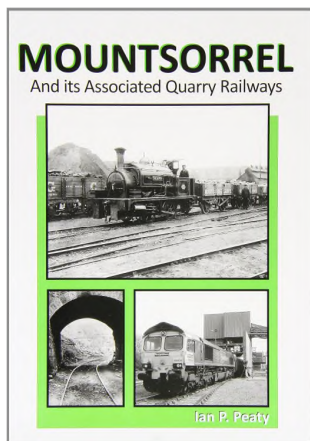
£12.99



Mountsorrel and its Associated Quarry Railways

£19.95

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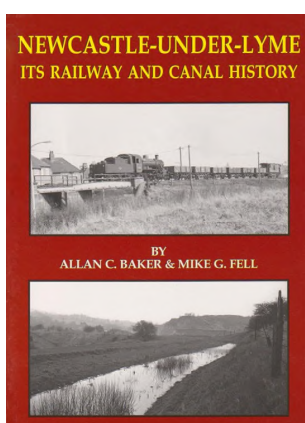
- **Authors** Ian P. Peaty
- **Soft Cover** 88 pages A4
- **Published** 2012
- **ISBN** 978-1906919382

A well illustrated history of this Leicestershire quarry and its railways.

Newcastle-under-Lyme, Its Railway & Canal History

£18.95

Members: £15.95

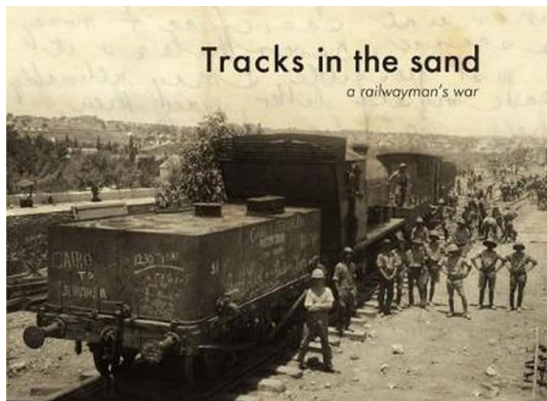


- **Authors** Allan C. Baker & Mike G. Fell
- **Hard cover** 136 pages 140mm x 200mm
- **Published** Nov 2009
- **ISBN** 9781906919139

A complex story that begins before the Battle of Trafalgar; the canals, industries, railways, political and commercial struggles and rivalries in this corner of Staffordshire.

Tracks in the Sand - A Railwayman's War

£30.00



- **Editors** James and Catherine Dodds
- **Hard cover** 200 pages
- **Published** 2018
- **ISBN** 9780993477942

Tim Foster first saw action in Gallipoli and was lucky to survive. Taking a camera with him to his next campaign in Egypt and Palestine he recorded everything around him, sending photographs home with his letters. At the Suez Canal he was in charge of a light railway as part of the Canal Defence Force.

As the war advanced he was transferred to the Royal Engineers to operate the military railway under construction through the Sinai desert. In Palestine he became the first English station master at Jerusalem

before finally returning home to his sweetheart seven months after the war had ended.

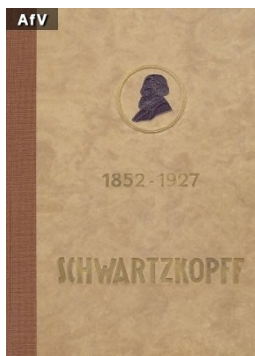
Includes photographs and letters.

Kartenhaus

Schwartzkopff, 1852-1927

£13.00

Members: £10.00



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

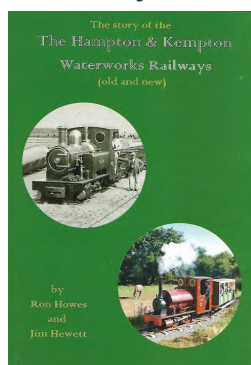
A history of the company from its founding to the retirement of Schwartzkopff in 1888 and of the company up to 1927. Illustrations of the works, including machine shops and locomotives under construction, offices, apprentice school, workers houses, and welfare institutions. Illustrations of products 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.

Firmengeschichte von der Gründung bis zum Ausscheiden Schwartzkopffs 1888 und des Unternehmens bis 1927. Werkabbildungen, darunter Maschinenhallen und Lokomotiven im Bau, Büros, Lehrlingsschule, Arbeiterhäuser und Sozialeinrichtungen. Illustrationen von hergestellten Produkten, Grubenförderern, Kompressoren, mit Luft, Diesel, Elektro und Dampf betriebenen Lokomotiven sowie Straßenwalzen mit Dampf und Diesel. Illustrationen von Lokomotiven, die für verschiedene Teile der Welt gebaut wurden, und die Versandmodalitäten. 3 Sätze Pläne.

Kempton Engine Trust

The Story of the Hampton and Kempton Park Waterworks Railway (Old and New)

£4.50

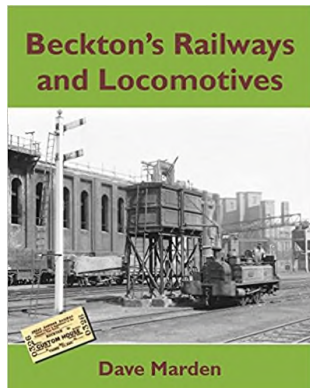


- **Authors** Ron Howes and Jim Hewett
- **Soft cover** 76 pages
- **Published** 2015

Beckton's Railways and Locomotives

£17.95

Members: £17.00



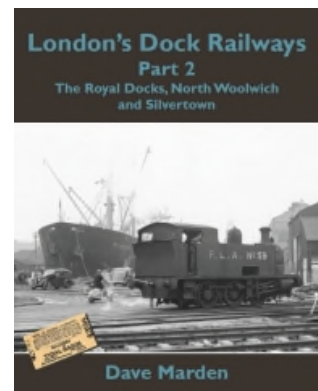
- **Author** Dave Marden
- **Soft cover** 136 pages 274mm x 218mm
- **Published** 2015
- **ISBN** 9781905505388

Those who have lived in the era of a gas works will remember them as devilish grim and grimy places, covered in a film of coal dust and emitting pungent odours, but to enthusiasts of industrial railways they were sheer heaven. Many such works had their own private lines for transporting coal for the process of extracting gas from it, and some had both standard and narrow gauge systems. In general, gas works ceased production in the mid to late-1960s when natural gas from the North Sea began to be pumped ashore and distributed around the national networks. There can be few railway enthusiasts who have not heard of

Beckton gasworks, as it was the biggest in Europe with a huge internal railway operated by numerous and distinctive cut-down locomotives running throughout both the gasworks and the adjacent products factory. Beckton's railways lasted for a century, during which time around a hundred locomotives came and went, working ceaselessly around the clock to provide heat and energy for London. 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. Beckton's Railways and Locomotives gives a marvellous insight into this fascinating corner of London's industrial past.

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

£16.95



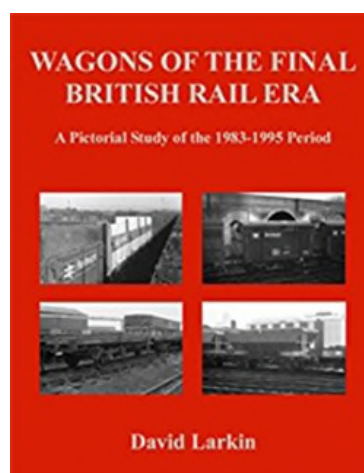
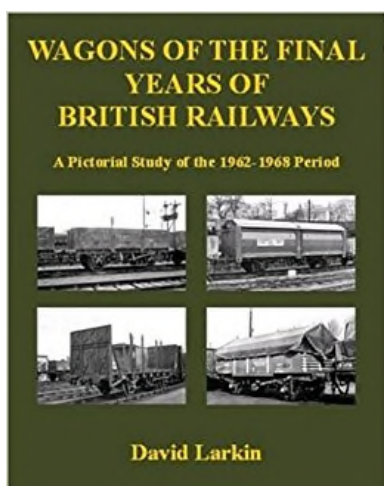
- **Author** Dave Marden
- **Soft cover** 136 pages
- **Published** November 2013
- **ISBN** 9781905505289

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

Wagons of the British Railways Era

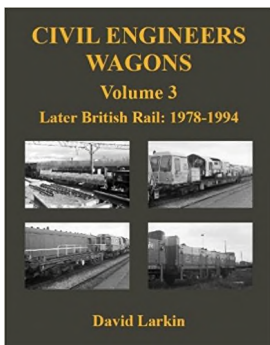
£14.00 (each)

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



Civil Engineer's Wagons – Volume 3

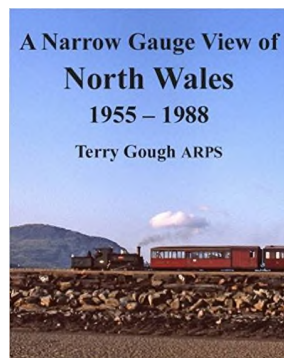
£15.00



In a similar format to the 'Wagons of the British Railways Era', a set of three pictorial studies compiled by David Larkin, focussing on Civil Engineers wagons. Only Volume 3 is still available.

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

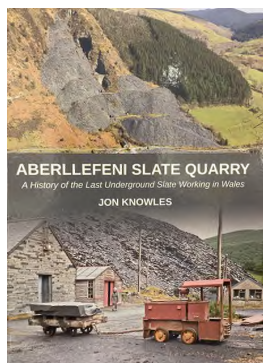
A photographic record of the renaissance of the narrow gauge lines of North Wales in the second half of the 20th century, by an accomplished railway photographer.

Jon Knowles

Aberllefenni Slate Quarry

£35.00

Members: £33.00



- **Author** Jon Knowles
- **Hard Cover** 277 pages A4
- **Published** Jon Knowles, 2023
- **ISBN** 9781399951678

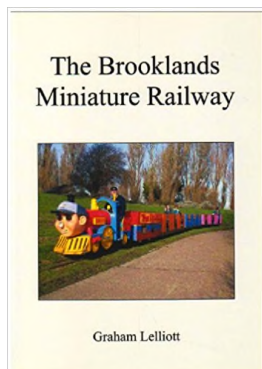
The culmination of over 15 years of exploration underground and archival research, this book traces the history of Aberllefenni Slate Quarry from its inception to 2016. The quarry was one of the oldest, and certainly the last worked underground, in Wales.

This book was reviewed in Bulletin 1117 (November 2023).

Graham Lelliott

The Brooklands Miniature Railway

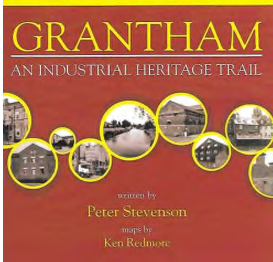
£4.99



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

Grantham – An Industrial Heritage Trail

£3.50

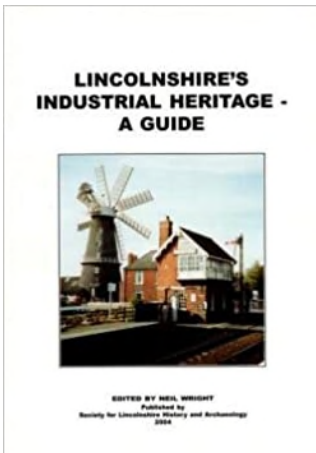


- **Author** Peter Stevenson
- **Hard cover** 28 pages, A5
- **Published** 2007
- **ISBN** 9780903582292

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

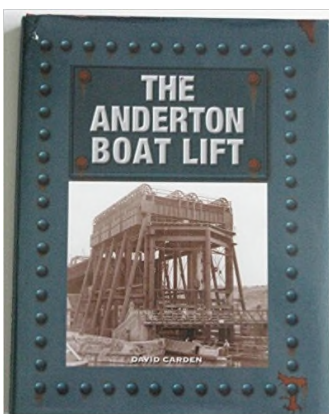
Winner of National Award, Association for Industrial Archaeology: Best Occasional Publication 2004. A comprehensive guide to the county's mills, railways, canals, bridges, factories and other important industrial remains. Over 400 entries - descriptive and historical information plus scores of photographs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

Lightmoor Press/Black Dwarf

(Other titles available on request).

The Anderton Boat Lift

£22.50



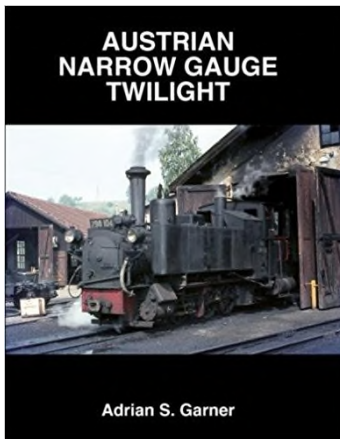
- **Author** David Carden
- **Hard Cover** 180 pages A4
- **Published** April 2000 (1st Edition)
- **ISBN** 9780953302864

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



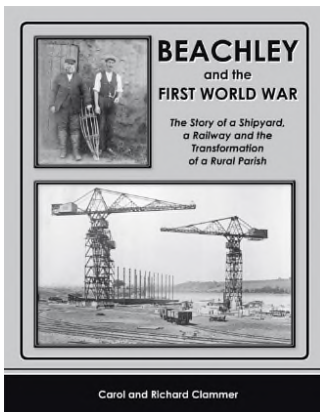
- **Author** Adrian S. Garner
- **Soft cover** 136 pages
- **Published** 16 November 2017
- **ISBN** 9781911038306

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



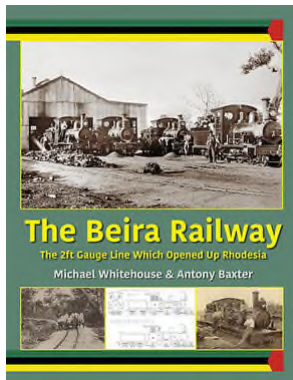
- **Author** Carol and Richard Clammer
- **Hard Cover** 192 pages A4
- **Published** 12 September 2017
- **ISBN** 9781911038269

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.

The Beira Railway The 2ft Gauge Line Which Opened Up Rhodesia **NEW**

£40.00

Members: £37.00



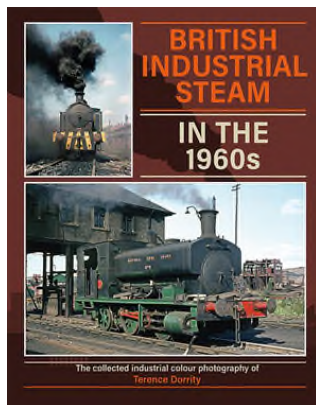
- **Author** Michael Whitehouse & Antony Baxter
- **Hard Cover** 224 pages 275x215mm
- **Published** March 2025
- **ISBN** 9781915069498

The Beira Railway, in its 2ft gauge form, only operated over the whole of its 222 mile length, from the African eastern seaboard port of Beira in Mozambique to Umtali on the borders of the new Rhodesia, for two years – in 1898 and 1899 – but it took ten years in the building. As soon as it was completed, it was converted to the 3ft 6ins Cape gauge and connected with the rest of what was later to become Rhodesia Railways. The railway was promoted by Cecil Rhodes' Chartered British South Africa Company to open up the central African tribal lands of the Ndebele and Shona peoples to white rule, and to begin the colonisation of the Rhodesias. The lure of gold and profit for the promoters was the driving force behind its construction, together with Rhodes' fervent desire to develop an Africa governed by Britain as a great Imperial power. With finances to build it initially not forthcoming, George Pauling & Co., the contractors and initial operators, chose the 2ft gauge and built the railway in sections. Its construction was basic and conditions were challenging, with rain, heat, marauding lions and deadly diseases carried by the Tsetse fly all taking their toll on the builders, both African and European. Hundreds died. Operated by delightful British-built 4-4-0s, two of which survive today in operation on the Sandstone Estates Railway, an average journey over the line took the best part of a day with up to forty derailments! Illustrated with a superb collection of previously unpublished photographs of the construction, along with images of the original stations, locomotives and rolling stock, including modellers plans, this is a detailed account of the impecunious beginnings of an important African railway artery, which reopened again throughout in 2024.

British Industrial Steam in the 1960s

£30.00

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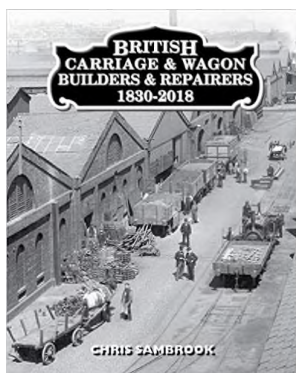


- **Author** Terence Dorrity
- **Hard Cover** 224 pages
- **Published** March 2025
- **ISBN** 9781911038948

As a schoolboy Terence Dorrity spent many an hour by the ex-Great Western Railway line at Stratford-upon-Avon but then subsequently discovered the parallel world of industrial railways in a late 1950s car journey from his home town to Banbury. Wisps of steam rising from the fields near Wroxtton turned out to be coming from locomotives on the Oxfordshire Ironstone Railway with its fleet of tank engines which worked in the quarries and along the double track 'main line' to exchange sidings with British Railways. Acquisition of a copy of the Birmingham Locomotive Club Industrial Locomotives of the West Midlands Pocket Book, and subsequent membership of the club, led to further visits to industrial systems in and around nearby Birmingham. Next came the South Wales valleys with, at first, the aim of visiting the numerous BR sheds to be found there but the sight of NCB locomotives at coal mines, and the gradual demise of BR steam, soon tipped the balance and priority was given to industrial sites. There were many collieries much closer to home as well. The NCB Warwickshire Area pits used some very interesting locomotives, including an unusual Beyer-Garratt 0-4-4-0, and Staffordshire collieries and quarry lines in Northamptonshire were also within easy day trip range. Casting the net wider, Terence took advantage of visits to an aunt and uncle in London to investigate some sites in the capital, such as Beckton Gas Works, and the nearby south-east including the Bowater's 2ft 6ins gauge system at Sittingbourne. There were several excursions to Scotland to explore the extensive NCB Waterside system in Ayrshire, other collieries, steel works, gas works, power stations and even a distillery as far north as Aberdeen and Morayshire. There was a lot more and fortunately Terence was able to capture much of it in colour before everything disappeared forever, long lost scenes which are now presented within these pages.

British Carriage & Wagon Builders & Repairers 1830-2018

£30.00

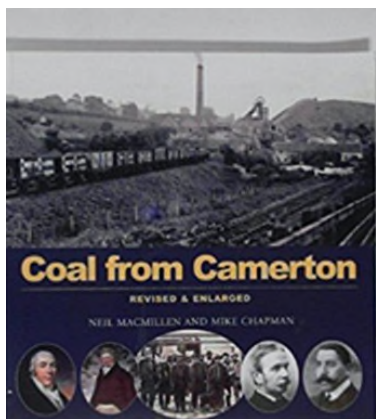


- **Author** Chris Sambrook
- **Hard Cover** 296 pages A4
- **Published** October 2019
- **ISBN** 9781911038634

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

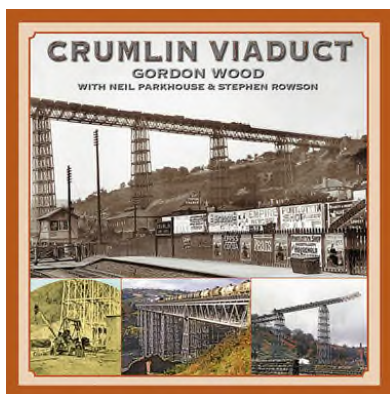


- **Authors** Neil Macmillen and Mike Chapman
- **Soft cover** 160 pages, 210mm x 210mm
- **Published** 1 May 2014
- **ISBN** 9781899889860

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 millions of tons of coal still remain untapped in the Somerset coalfield.

Crumlin Viaduct

£60.00



Members: £57.00

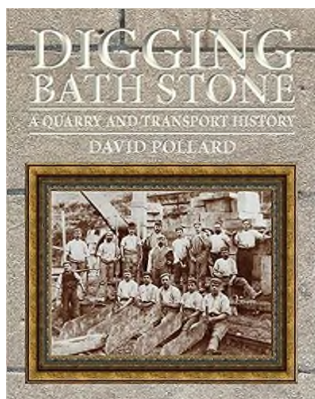
- **Authors** Gordon Wood (with Neil Parkhouse and Steve Rowson)
- **Hard cover** 324 pages, 275mm x 275mm
- **Published** 1 May 2014
- **ISBN** 9781915069399

This is the story of a brilliant but flawed engineer who built a brilliant but flawed bridge. Thomas W. Kennard is both the hero and villain of this book, a man who, in 1852 accepted a verbal contract from the Newport, Abergavenny & Hereford Railway Company to build an enormous viaduct 1,500 feet long and rising up to 200 feet above the Ebbw Valley. Constructed almost entirely of iron and completed in 1857, the finished viaduct was a thing of grace and beauty, and the pride of the Ebbw and

Kendon valleys which it spanned. Kennard, however, had proved obstructive and uncommunicative during the construction, constantly running short of money and pressuring the company for extra payments. Deliveries were late, record and stock keeping were poor and the lack of a written contract all led to the inevitable 'day in court'. Within twenty years of its completion repairs were becoming necessary and from the early years of the 20th century the Great Western Railway began considering its total reconstruction or even a deviation of the line which it carried. British Railways realised in the late 1950s that the viaduct had a very limited life span without serious remedial work or rebuilding, whilst the structure had been listed in 1961 which served to further complicate matters. In the end, the 1963 Beeching Report did for the Vale of Neath line, which closed in June 1964 and sealed Crumlin Viaduct's fate. Demolition of the structure was completed in spring 1966 but not before a last brief burst of fame when it starred in the Hollywood movie Arabesque, alongside Gregory Peck and the beautiful Italian actress Sophia Loren. Within these pages, the authors tell the story of the viaduct from start to finish, with comprehensive details of its design and construction, and of the later repairs, of Kennard's case in the Court of Arbitration, of the traffic that passed over it and finally how this huge structure was demolished. They also look at other related aspects, such as the early tramroads which passed beneath it, the Llanhilleth Branch from Crumlin Junction, and at Crumlin Navigation Colliery. The viaduct was also to be one of the very first railway subjects to be photographed, from the start of building, by the London Stereoscopic Company, of which Kennard's brother Henry was a director. Lavishly illustrated, with a plethora of photographs from construction in the 1850s to demolition in the mid-1960s, along with maps and a huge range of drawings and plans, this book will therefore stand as a fitting memorial to one of the most iconic bridges ever built and one still much missed in the Welsh valleys it graced for 110 years.

Digging Bath Stone

£50.00



- **Author** David Pollard
- **Hard cover** 512 pages
- **Published** September 2024
- **ISBN** 9781911038863

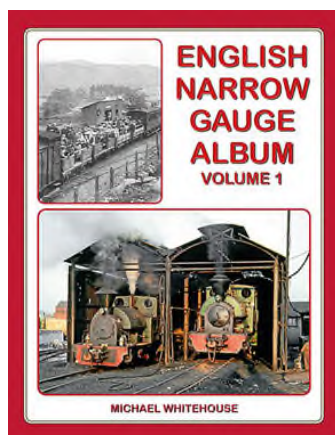
Bath stone was first quarried some two thousand years ago but not significantly until the arrival in Britain of the Romans, then by the Saxons and the Normans through the Dark and Middle ages. However, it was in the Georgian era that digging began on an industrial scale, when in 1727 Ralph Allen of Bath bought a half share in Combe Down including the quarries and laid a railway down to a wharf on the newly navigable River Avon. From this time a vast industry grew, which reached its zenith in the late 19th century, with Bath stone being quarried at numerous places across a swathe of land in north-east Somerset and west

Wiltshire, from Bath to Corsham and down to Bradford on Avon. A number of books have been written about the industry or facets of it but no one had attempted a comprehensive history that covered all aspects – the companies, the quarries, the personalities, the quarrymen, the methods, the product and its transportation. David Pollard spent the better part of a lifetime compiling and writing this book, over the course of which he himself opened and set up Hartham Park underground quarry, as a commercial venture to sell the beautiful Bath stone. In huge detail, and copiously illustrated with a plethora of maps, plans and photographs – many of which are historic and never previously published – this is the story of an industry which once dominated this part of the country and helped to shape both the landscape and the towns, villages and communities it built, and which is still alive today, albeit now using methods which would largely be unrecognisable to the ‘old men’ who dug the stone out of the ground in centuries past. Sadly, David Pollard died before he could see his life’s work in print but this book serves as his testament to an industry he loved and a testament to the man himself.

English Narrow Gauge Album Volume 1

£35.00

Members: £33.00



- **Authors** Michael Whitehouse
- **Hard Cover** 200 pages 275mm x 215mm
- **Published** March 2024
- **ISBN** 9781915069368

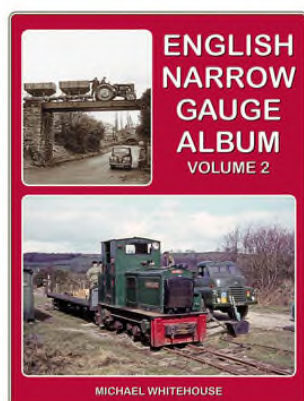
This album is the first of two volumes covering the extraordinary breadth and individuality of narrow gauge railways in England, ranging from the diminutive 18ins gauge serving the L&NWR’s Crewe Works to the Colonial-style Leek & Manifold 2ft 6ins gauge line in Derbyshire. The theme of these books also consider the overall development of narrow gauge railways in England, within the political, legal, economic and social frameworks of the 19th and 20th centuries. Narrow gauge railways in England were largely built for three different purposes: industrial, military or as common carriers connecting communities left out of the railway mania construction of the 19th century. Within this framework, local entrepreneurs and several innovators, such as John Barraclough Fell, Magnus Volk,

Richard Rapier and E.R. Calthrop, pushed out the barriers of the narrow gauge. By the outbreak of the First World War it was becoming clear that road transport might be preferable to public narrow gauge railway. This war largely stopped any further significant advancement of the public lines in Britain and they began to struggle financially. The Second World War pushed many of these enterprises into bankruptcy as labour and materials were diverted to the war effort. During and immediately after the war, the majority of the remaining lines closed. For the railway enthusiast, however, English narrow gauge railways were to prove welcome news, as each developed its own idiosyncratic character as well as being operated by a wide range of different and largely attractive steam locomotives and rolling stock, enduring them to history if not commerce.

English Narrow Gauge Album Volume 2

£35.00

Members: £33.00



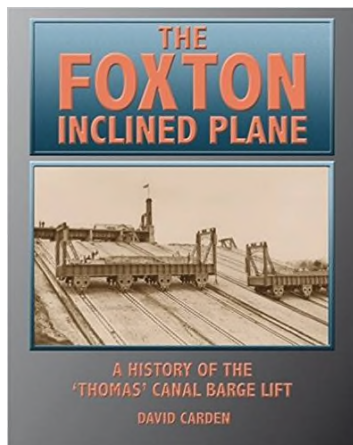
- **Authors** Michael Whitehouse
- **Hard Cover** 224 pages 275mm x 215mm
- **Published** September 2024
- **ISBN** 9781915069436

The second of the two volumes covering the extraordinary breadth and individuality of narrow gauge railways in England, ranging from the remarkable Redruth & Chasewater Railway and the much loved Lynton & Barnstaple Railway in Devon to the Ashover Light Railway and industrial lines such as Holman F. Stephens Snailbeach Line in the Shropshire Stiperstones. All profusely illustrated to show the variety of steam locomotives and their operating environment, with many historic pictures never published before. This volume includes chapters on the industrial railways of Devon and Cornwall, the Lynton & Barnstaple Railway, the Hampton & Kempton Waterworks Railway, Jersey Railway,

Chattenden & Upnor Railway, Post Office Railway, Wolverton & Stony Stratford tramway, Snailbeach Railway, Ashover Light Railway, Furzebrook Railway, Beyer, Peacock, Fletcher Jennings and Betchworth Quarry, Northamptonshire Ironstone Railways and early preservation initiatives.

The Foxton Inclined Plane

£22.50



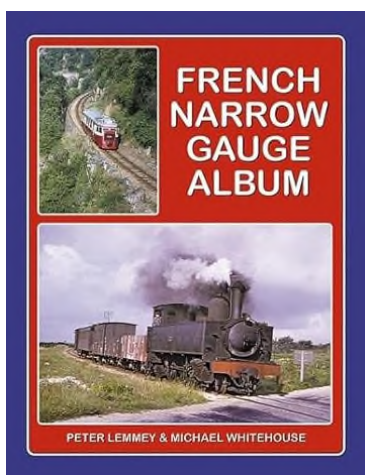
- **Author** David Carden
- **Hard Cover** 180 pages A4
- **Published** 20 November 2012
- **ISBN** 9781903599204

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.

French Narrow Gauge Album

£35.00

Members: £33.00

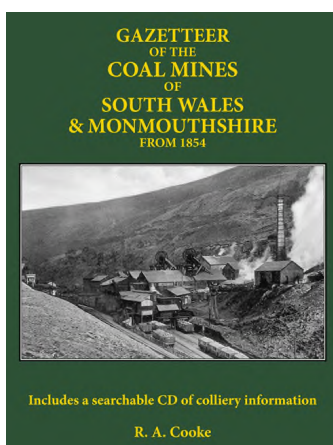


- **Authors** Peter Lemmey and Michael Whitehouse
- **Hard Cover** 224 pages
- **Published** November 2022
- **ISBN** 9781915069139

Narrow Gauge Railways of Europe by Peter Allen and Pat Whitehouse, published in 1959, introduced many British railway enthusiasts to railways overseas. In the 1950s, holiday expectations began to change and railway enthusiasts began to look further afield, sailing across the Channel to France. This album follows them as they began to discover the multitude of different narrow gauge railways once to be found there. In France the narrow gauge was far more extensive than in Britain. Across the Republic as a whole, narrow gauge public railways at one time ran something approaching 12,000 miles (20,000 kilometres) of route, an enormous network of narrow gauge railways was developed between 1870 and 1925, to open up what was essentially a country of small towns and rural villages. Motive power on the French narrow gauge ranged from lightweight 0-6-0T tram engines to hefty 0-6-6-0T Mallets, together with all sorts of colourful and exotic railcars. British photographers like Pat Whitehouse, Eric Russell, Lance King and John Snell were enchanted by this variety and captured as much as they could on Kodachrome colour slide film in the 1950s. This album sets out the highlights of their adventures in glorious colour with entertaining accounts of their travels, and then brings the story right up to date with the digital photography of José Banaudo, Peter Lovell and Steve Sedgwick in the most colourful and comprehensive account of the French narrow gauge for many years.

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

£30.00

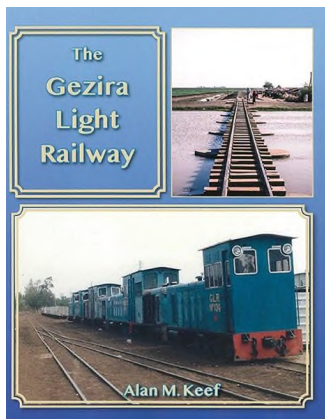


- **Author** R A Cooke
- **Hard cover** 192 pages, 215mm x 275mm
- **Published** August 2018
- **ISBN** 9781911038375

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.

The Gezira Light Railway

£18.00



- **Author** Alan M. Keef
- **Soft cover** 128 pages
- **Published** November 2022
- **ISBN** 9781915069276

An illustrated history of the Gezira Light Railway in Sudan. The railway began during the construction of the Gezira Scheme; one of the largest irrigation projects in the world, found in the area to the south of the confluence of the Blue and White Nile rivers.

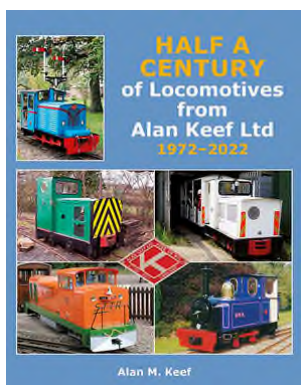
Following the construction, the region was used to grow cotton and the railway was used and expanded to serve the industry. At its peak, the Gezira Light Railway included over 1,000km of track, at least 1,800 bogie wagons and 140 locomotives.

This book covers the history of the line, from the building of the railway through to the railway's peak in the 1970s. The decline from the 1970s onwards is also covered, which

was largely as a result of the decline of the British cotton industry.

Half a Century of Locomotives from Alan Keef Ltd. 1972-2022

£27.50



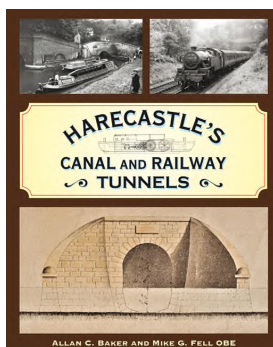
- **Author** Alan M. Keef
- **Hard Cover** 160 pages 275mm x 215mm
- **Published** 2022
- **ISBN** 9781915069092

To mark the fiftieth year of the company's existence, this book covers some 119 locomotives that are classified as having been built by Alan Keef Ltd. From a first, very crude, diesel locomotive in 1976 to sophisticated machines such as that below, including several steam locomotives and a brief mention of monorails, they are all here. Battery electric locomotives are included with hybrid technology being only just over the horizon. Locomotives are listed in chronological order and include basic mechanical details, the customer and later transfers to new owners, together with names gained or lost along the way. With a portrait style image

of each machine as built, photographs in its working environment are also given. There is also a section on models of Keef locomotives together with numerous drawings for those so inclined. In addition, there is a section on the many and various items of rolling stock built by the company.

Harecastle's Canal and Railway Tunnels

£25.00

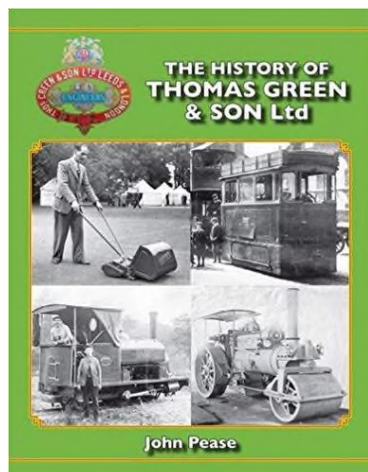


- **Author** Allan C. Baker and Mike G. Fell
- **Hard Cover** 208 pages
- **Published** October 2019
- **ISBN** 9781911038627

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.

The History of Thomas Green & Son Ltd

£18.00

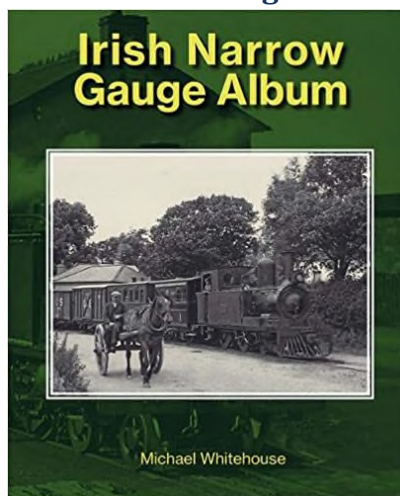


- **Author** John Pease
- **Hard Cover** 152 pages 215mm x 275mm
- **Published** March 2014
- **ISBN** 9781899889815

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.

Irish Narrow Gauge Album

£25.00

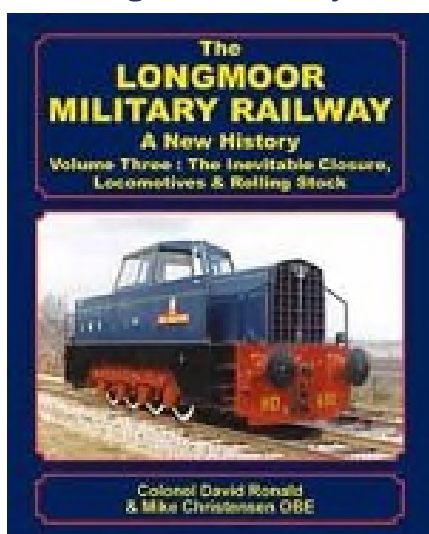


- **Author** Michael Whitehouse
- **Hard Cover** 224 pages
- **Published** November 2020
- **ISBN** 9781911038818

Mysterious, quirky, obscure, obsolete, quaint, bizarre, fantastic, mad – all adjectives that could and have been applied to the myriad narrow gauge railways to be found in Ireland, both north and south. Indeed, most at one time or another have probably been applied to the Listowel & Ballybunion, an almost unique monorail system on the far west coast in County Kerry. A glance at a map of Ireland shows the areas that these lines generally served were rural, remote and sparsely populated. Thus whilst such lines could be cheaply built and maintained in comparison to standard gauge railways, it also meant that they quickly became an anachronism as the 20th century progressed and, apart from the Guinness Brewery system, all had gone by 1961. Fortunately a few made regular trips over to Ireland to explore some of these lines, having discovered the delights that the country offered in terms of scenic settings and, in later years, a certain laissez-faire attitude to access and authority. Many, in the first quarter of the 20th century, also enjoyed the attentions of Ireland's pre-eminent photographer of that time, Walter Lawrence of Dublin, whose stunning collection of glass plate images now resides with the National Library of Ireland. Michael Whitehouse has delved deep into the family archive established by his late father Pat, which includes the work of many other well-known names such as 'Cam' Camwell, Henry Casserley, A.W. Croughton and Ron Jarvis. This spans a fifty year period from circa 1910 to around 1960, covering mostly the remoter parts of the country.

The Longmoor Military Railway Volume 3: Closure, Locomotives and Rolling Stock

£30.00

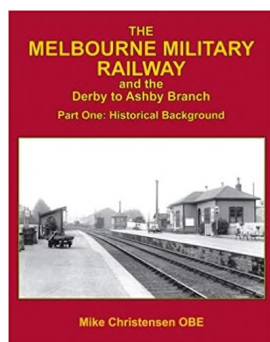


- **Author** Ronald David & Mike Christensen
- **Hard Cover** 288 pages 215mm x 275mm
- **Published** August 2014
- **ISBN** 9781899889891

For sixty years the British Army operated a railway dedicated to training soldiers to operate a complete strategic rail supply system. This third and final volume carries the story to its conclusion with the closure of the Longmoor Military railway and contains details of the locomotives and rolling stock. It also includes a section of colour images of the line and its trains.

The Melbourne Military Railway Part 1: Historical Background

£25.00

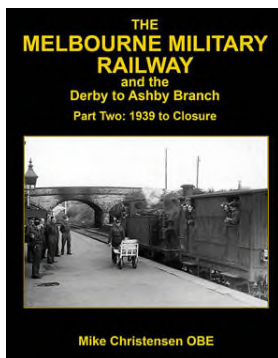


- **Author** Mike Christensen
- **Hard Cover** 192 pages
- **Published** September 2018
- **ISBN** 9781911038443

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

£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.

Motor Rail Catalogues

£24.00

Members: £22.50

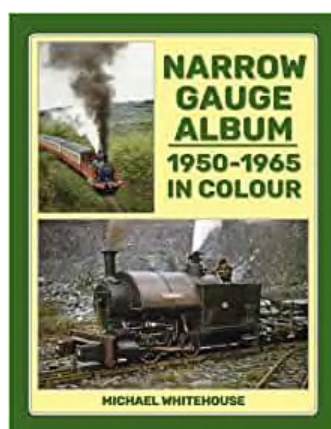


- **Author** Alan Keef
- **Hard Cover** 240 pages, 210mm x 210mm
- **Published** 12 September 2017
- **ISBN** 9781911038276

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.

Narrow Gauge Album 1950-1965 in Colour

£25.00



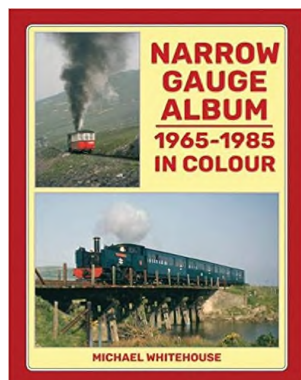
- **Authors** Michael Whitehouse
- **Hard Cover** 208 pages
- **Published** November 2018
- **ISBN** 9781911038498

From the wilds of the west of Ireland, through the mountains of North Wales to the rolling countryside of the east of England ironstone fields, the narrow gauge railway provided an invaluable service for around a hundred years. Valuable minerals were carried from quarries and mines to seaports for onward transport, whilst remote areas that were without any transport connections were 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, this way of life began to come under increasing threat and 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, he compiled his seminal Narrow Gauge Album, which 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, PBW's son Michael has delved in to the 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, eventually when BR finally tired of running it, 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 is a chance then to enjoy many of these lines and the myriad range of sturdy locomotives that worked them as they were, a couple when in the early throes of their preservation, but most when they were in the final years of performing the job for which they were built.

Narrow Gauge Album 1965-1985 in Colour

£25.00

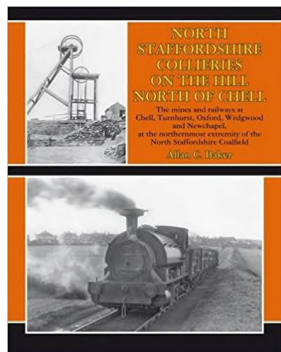


- **Authors** Michael Whitehouse
- **Hard Cover** 224 pages
- **Published** 14th November 2019
- **ISBN** 9781911038696

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

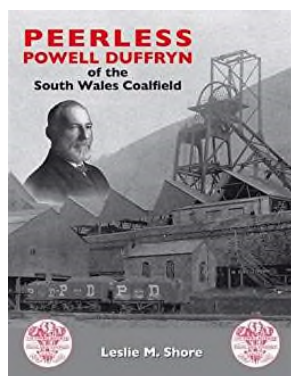


- **Author** Allan C. Baker
- **Soft cover** 64 pages A4
- **ISBN** 9781899889846

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

Peerless Powell Duffryn of the South Wales Coalfield

£24.99



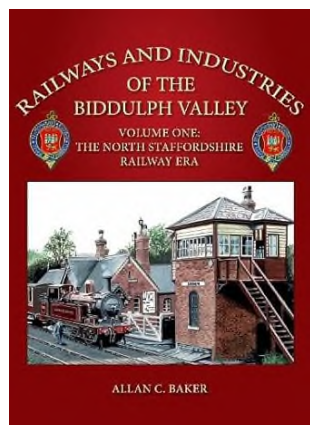
- **Author** Leslie M. Shore
- **Hard Cover** 240 pages A4
- **Published** 1 August 2012
- **ISBN** 9781899889679

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.

Railways and Industries of the Biddulph Valley Volume 1

£35.00

Members: £33.00



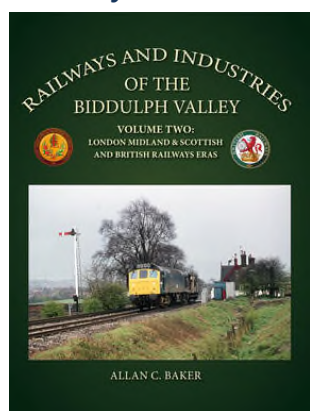
- **Author** Allan C. Baker
- **Hard Cover** 276 pages
- **Published** Sept 2023
- **ISBN** 9781915069283

This book, the first of a trilogy, forms a detailed study of one of the N Staffordshire Railway's first branch lines, along the Biddulph Valley from Stoke to Congleton, dating from 1860. It also covers the branch from Milton to the market town of Leek, which opened in 1867, along with the fascinating four-mile Longton, Adderley Green & Bucknall line of 1875, which was originally independent but was absorbed by the NSR in 1895. It contains a wealth of illustrations, maps and plans documenting earlier railway and canal schemes planned to serve the area, many of which were aborted. This volume takes the reader from inception to the end of the NSR's existence with the 1923 Grouping of the railways. Later volumes will cover the history of the lines in LMSR, and later BR days, detailing the numerous industries the railways served which were, by and large, their raison d'être. Well-illustrated with photographs, old documents, timetables, maps and plans and gradient profiles specially commissioned for the work.

Railways and Industries of the Biddulph Valley Volume 2 **NEW**

£35.00

Members: £33.00



- **Author** Allan C. Baker
- **Hard Cover** 216 pages 275x215mm
- **Published** April 2025
- **ISBN** 9781915069504

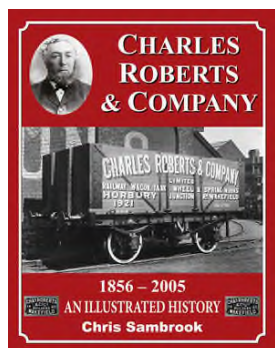
This book, the second of a trilogy, forms a detailed study of one of the North Staffordshire Railway's first branch lines, which ran along the Biddulph Valley from Stoke to the Cheshire town of Congleton, which dated from 1860. It also covers the branch from Milton to the Staffordshire Moorland market town of Leek, which opened in 1867. While Volume One covered the history of these lines in the NSR period, along with the four-mile long Longton, Adderley Green & Bucknall Railway of 1875, which was originally independent, in this volume the history of the lines in the London Midland & Scottish Railway and British

Railways eras is covered. The story is also taken to the present day and there is a Chapter by Mike G. Fell on the various Station Masters who have over the years, been involved with stations on both lines. The book is profusely illustrated with a wealth of photographs, many of which have never appeared in print before, along with old documents, timetables, maps, plans and gradient profiles, several of which have been specially prepared for these volumes. The illustrations are in monochrome and colour. The third volume will cover the history of the numerous industries the lines served, for example, collieries, iron and steel works and chemical factories which were, by and large, their raison d'être. This coverage will include details of the industrial locomotives that have been involved, along with the private trains of the companies that the NSR and LM&SR allowed to operate over their lines. The author is a native of the Potteries, with a number of books about the railways and industrial archaeology of North Staffordshire to his name.

Charles Roberts & Company 1856-2005: An Illustrated History **NEW**

£30.00

Members: £28.00



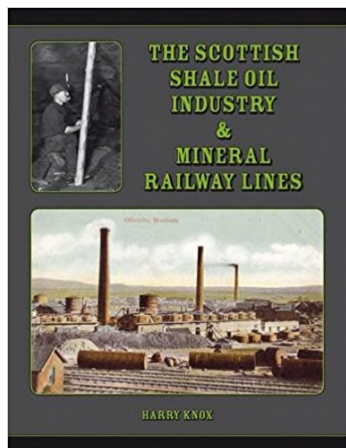
- **Author** Chris Sambrook
- **Hard Cover** 192 pages 275x215mm
- **Published** April 2025
- **ISBN** 9781915069535

As an ambitious twenty-four year old joiner from the most humble of beginnings Charles Roberts established a small workshop in Ings Road, Wakefield to manufacture railway wagons. Over the years his business grew, moving less than twenty years later to much larger premises at Horbury. The new factory became a major employer in the area, producing railway wagons and coaches as well as lorry and bus bodies. After his death the company continued producing rail vehicles for Great Britain and export markets on a massive scale, together with

making a huge contribution to the war effort in two world wars. This is the story of Charles Roberts, the man, his factories, and their output and those who followed in his footsteps making a huge impact on the town of Horbury, the county of Yorkshire and the thousands of men and women who worked there through the years over nearly a century and a half.

The Scottish Shale Oil Industry & Mineral Railways

£25.00

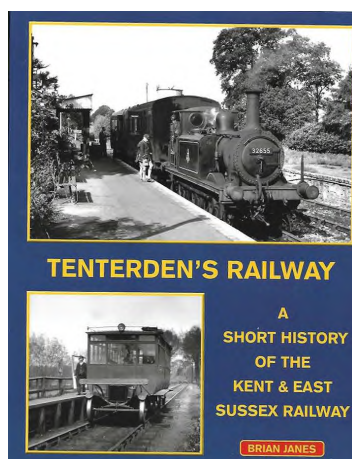


- **Author** Harry Knox
- **Hard Cover** 232 pages A4
- **Published** 20 February 2013
- **ISBN** 9781899889730

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.

Tenterden's Railway

£12.00



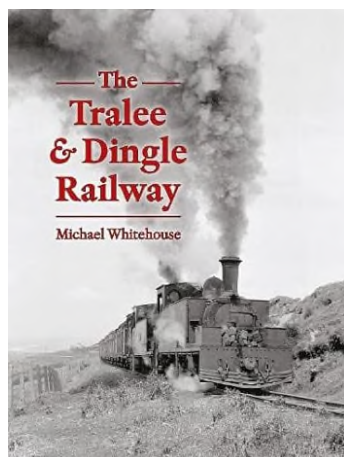
- **Author** Brian Janes
- **Soft Cover** 64 pages
- **Published** November 2022
- **ISBN** 9781915069160

A railway connection to Tenterden belatedly came about through the creation of a Light Railway, the first fruit of new legislation and the creative mind of engineer and manager Holman F. Stephens. The resultant Rother Valley Railway expanded to become the Kent & East Sussex Railway. Enjoying modest prosperity until the coming of the motor age it served the town and its surrounding countryside well. Remaining fiercely proud and independent until government takeover and closure in the 1950s, the railway developed great charm and character which is reflected in the heritage railway it has become today. Brian Janes, curator of the railway's museum, draws on his extensive research and knowledge to give a concise picture of the life and importance of the railway to its rural area.

The Tralee and Dingle Railway

£60.00

Members: £55.00



- **Authors** Michael Whitehouse
- **Hard Cover** 352 pages
- **Published** May 2023
- **ISBN** 9781915069214

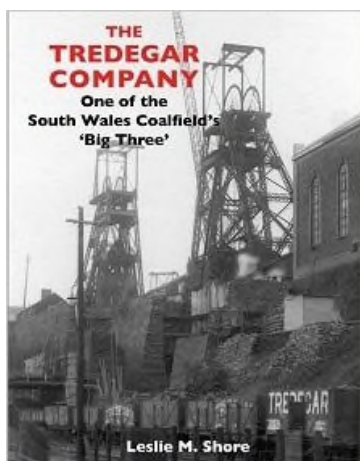
This book tells the full story of the Tralee & Dingle 3 foot gauge railway's life and largely hard times, from 1890 to 1953. Connecting Tralee, the capital of Co. Kerry, with the fishing port of Dingle 31 miles distant down the Dingle peninsular, effectively starting and finishing at sea level, and climbing to a summits of 680 & 480 feet on gradients of 1 in 30 or less, this was a fearsome railway, through magnificent scenery.

Passenger service ended in April 1939, and from 1947 service was a once monthly train transporting cattle and sheep sold at Dingle Fair. This attracted enthusiasts attention from the UK and elsewhere, whose cameras and writings contribute to this fascinating book. Fascinating because it links the railway very much to life in Co. Kerry over its existence.

Numerous photographs, some in colour. Maps and stock drawings.

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

£25.00

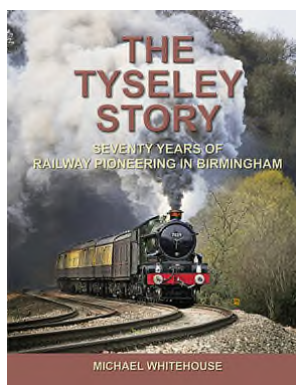


- **Author** Leslie M. Shore
- **Hard Cover** 208 pages A4
- **Published** 26 April 2017
- **ISBN** 9781911038207

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.

The Tyseley Story

£25.00

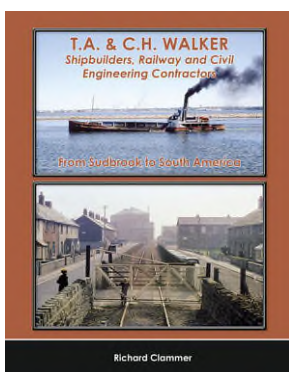


- **Author** Michael Whitehouse
- **Hard Cover** 248 pages 275mm x 215mm
- **Published** 2021
- **ISBN** 9781911038924

Birmingham entrepreneurs had a very great deal to do with ensuring that volunteer-run railways of all kinds got off the ground after the Second World War. This is their story. There was not an initial well-thought-out strategy to cut teeth on the Talylyn Railway, then establish a Great Western branch line in Devon, buy the last Great Western designed express engine and run it on the main line, establish a well-equipped railway workshop in Birmingham and then develop it for commercial heritage use, and to run regular steam express dining car trains, even though all that might sound a logical progression – but that is exactly what happened! Michael Whitehouse has been on the inside track of privately preserved main line steam ever since it began around 1964 and, through his family, has also experienced at first hand many of the precursor activities originating with the Talylyn Railway, followed by Society Specials on British Railways, the nascent Dart Valley Railway, and the purchase and operation of both 'Small Prairie' tank No.4555 and the 'Castle' No.7029 Clun Castle. He has been at the helm of developing the strategies for Tyseley's Vintage Trains for over forty years and, with an expert team of friends, has ensured that express steam trains still operate frequently from Birmingham for the enjoyment of many. The Tyseley Story is told largely through Michael's own first-hand experiences, put in context with the wider national picture, and illustrated through a collection of images of volunteer-run railways over the past seventy years.

T.A. & C.H. Walker – Shipbuilders Railway & Civil Engineering Contractors

£40.00

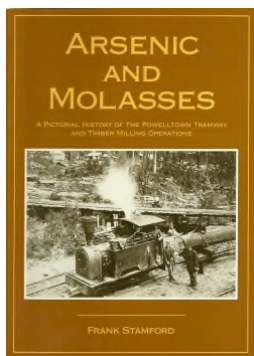


- **Author** Richard Clammer
- **Hard Cover** 248 pages
- **Published** July 2023
- **ISBN** 9781911038993

In December 1879, when civil engineering contractor Thomas A. Walker arrived in Monmouthshire to complete the construction of the GWR's troubled Severn Railway Tunnel, one of his first tasks was to build the new village of Sudbrook to house his workforce. Walker was already highly respected for his numerous railway projects in the UK and abroad, and went on to strengthen his reputation by constructing dock basins at Swansea, Penarth, Barry and Preston, as well as winning the contract for the immense Manchester Ship Canal. By the time the challenging Severn Tunnel was successfully completed in 1886, Walker had already won a lucrative contract to build new docks in Buenos Aires, Argentina, and decided to open a shipyard at Sudbrook to construct the vessels he would need to service the new works. The yard opened in 1888 and over the next 34 years built over 250 steam hopper barges, coasters, tugs, sailing ships and other small vessels for the Walker Company and many other ship owners. Following T.A. Walker's death in 1889 his extensive business interests passed to his nephew Charles Hay Walker. C.H. Walker & Co. Ltd was incorporated in 1898 and went on to build more railways, port facilities ranging from a dry dock in Egypt to a dockyard in Bermuda, and even the first railway tunnel through the Andes mountains. In addition, there were several more South American dock contracts, in connection with which the village of Conchillas had been created in Uruguay to serve the company's stone quarries. It survives to this day as Sudbrook's distant 'twin'. This well-illustrated book tells the story of Sudbrook village, its forgotten shipyard and the many vessels built there, as well as providing the first detailed personal and professional biography of T.A. & C.H. Walker.

Arsenic and Molasses

£16.00



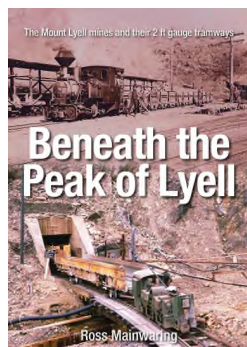
- **Author** Frank Stamford
- **Hard cover** 88 pages A4
- **Published** 1998
- **ISBN** 9780909340346

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.

Beneath the Peak of Lyell

£44.00

Members: £42.00

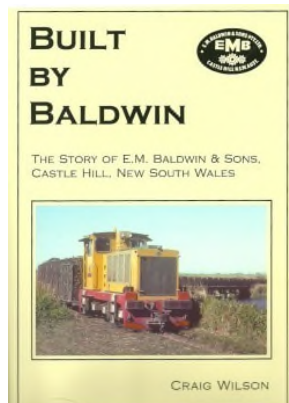


- **Author** Ross Mainwaring
- **Hard Cover** 263 pages A4, 228 photographs, 35 maps & plans
- **Published** 2020
- **ISBN** 9780909340551

The book is a comprehensive history of the copper mines of the Mount Lyell area around Queenstown, Tasmania; and the associated 2 ft gauge tramways. It describes the copper mining and ore treatment processes over the life of the various mines from the beginning around 1890, and the way the extensive series of 2 ft gauge tramways were essential to the mines' success. Motive power included horse, steam, electric, battery-electric, and internal-combustion, as well as cable haulage. It also describes the constant need to seek efficiencies to keep the mines viable as the quality of the ore steadily fell, and the world copper price see-sawed.

Built by Baldwin

£22.00



- **Author** Craig Wilson
- **Hard Cover** 160 pages A4
- **Published** 0 909340 42 0
- **ISBN** 0 909340 42 0

This is the history of E. M. Baldwin & Sons, the most innovative and successful builder of diesel industrial railway equipment in Australia, best known for their introduction to the Australian sugar industry of the bogie canefield locomotive.

This book is not only the story of the development of Baldwin canefield locomotives. It also describes underground, shunting, and fairground locomotives, brake wagons, and the diverse range of engineering work undertaken by the Company, from stainless steel vessels to broad-acre agricultural tractors.

From the mid 1950s Australia's sugar millers were rapidly replacing their steam locomotives with diesels, with the market split between two large companies – Clyde Engineering Co. Pty Ltd, and Commonwealth Engineering (Queensland) Pty Ltd.

The family firm of E. M. Baldwin & Sons would seem to have been a most unlikely competitor. Still reflecting its farming origins with large scale egg production, its small general engineering business specialised in custom designed stainless steel food preparation equipment.

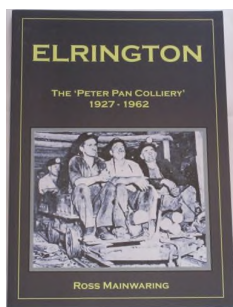
But in 1962 the firm was approached to build a small canefield locomotive, and a year later it started its pioneering work with flame-proofed rail vehicles. Numerous diesel locomotives followed. The book includes a detailed production list of the Company's locomotives, and scale drawings of many of its locomotives.

The author has had direct access to the Company's owners, and to many of the records of the Company, so this is the definitive history of the Company, and gives much detail on the performance of individual locomotives.

148 photographs and 16 diagrams, references, bibliography, and index.

Elrington-The Peter Pan Colliery 1927-1962

£15.00



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

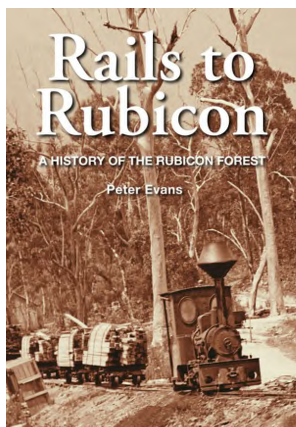
This is a history of a coalmine near Cessnock, New South Wales, established by the Broken Hill Proprietary Co. Ltd in 1927 to supply coal to its Newcastle steelworks. At that time, BHP was purchasing coal from other suppliers, and both the cost and the reliability of supply was a great concern to the 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.

Rails to the Rubicon

£36.00

Members: £34.00

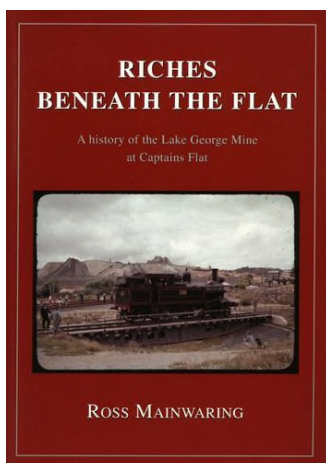


- **Author** Peter Evans
- **Hard Cover** 196 pages
- **Published** 1994; 2nd Edition 2019
- **ISBN** 9780909340544

At the beginning of the twentieth century, the Rubicon Forest was acknowledged as containing some of the finest stands of timber in the state of Victoria. Due to the rugged terrain, little could be done to exploit the timber until an efficient and economical means of transport could be provided. Light railways, (or tramways), were commonly used to deliver timber from Victorian forests to the closest Government railway. The first timber tramway in the Rubicon Forest was completed in 1907, but terminated some distance from a railhead. The railway to Alexandra was opened in 1909 and, in 1912, the railway and forest tramway were connected by a steel-railed tramway. This link was the principal method of timber transport in the district until 1947 when competition from road transport forced its closure. Rails to Rubicon tells the story of the sawmills and tramways of the Rubicon Forest. Around each mill was a cluster of houses. Keeping warm, dry and well fed was not as easy in the forest as it was in a rural township, and this book describes what it was like to live in one of these isolated settlements. Schools and facilities for entertainment had to be provided, often on steep hillsides miles from anywhere. Yet the inhabitants of the settlements led full and contented lives despite the dangerous nature of the work and the isolation and altitude of the mill settlements. Although sawmilling forms the central theme of this book, it is not the only one. Forests provided a seasonal home to the Aboriginal people and to the pastoralists who followed and displaced them. Fire is a major theme in forest history and Rails to Rubicon describes the fire practices of the graziers using the forest and the fire-exclusion policies of the forest managers who eventually forced them out. The utilisation of the water resources of the forest is also explored, and a chapter describes the historic Rubicon hydro-electric scheme.

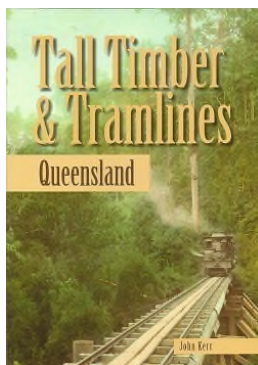
Riches Beneath The Flat

£16.00



- **Author** Ross Mainwaring
- **Soft cover** 104 pages
- **Published** 2011
- **ISBN** 9780909340490

A history of the Lake George mine at Captain's Flat.



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

This book describes all the Queensland timber tramways known to the author when the manuscript was released for publication in 2005.

For climatic and other reasons Queensland had fewer timber tramways than most other Australian states. As a result it is possible in this book of 104 pages to mention all of those known to exist when the manuscript was prepared. All were closed by the end of the 1930s.

They ranged from the engagingly primitive to the well engineered Laheys Canungra Tramway.

The author, the late John Kerr, was well qualified to write this history. In 1998 he completed the Forest Industry Heritage Places Study, Sawmills and Tramways, South Eastern Queensland, for the Queensland Department of Environment. This was a detailed study of archaeological remains of timber industry activities in south-east Queensland.

John Kerr was a consultant statistician with the CSIRO, but became an active historian, specialising in railways, and the sugar, mining and timber industries of Queensland. He was a Fellow of the Royal Historical Society of Queensland and of the Federation of Historical Societies, a Founder of the Professional Historians Association (Queensland), and was the author of many books on Queensland history.

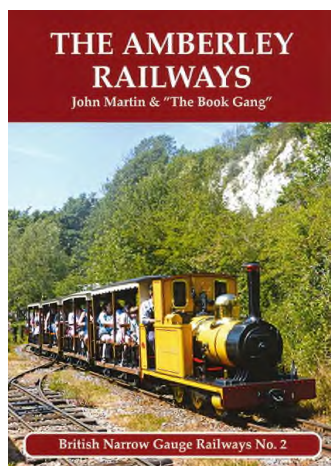
Many of the photographs have not previously been published. They include reproductions of six superb hand-coloured photographs of Laheysâ Canungra Tramway dating from c.1912. One of these, showing a Shay locomotive crossing a bridge is reproduced as a double-page spread, two others are full page reproductions.

Locomotives International/Mainline & Maritime

The Amberley Railways

NEW

£19.95



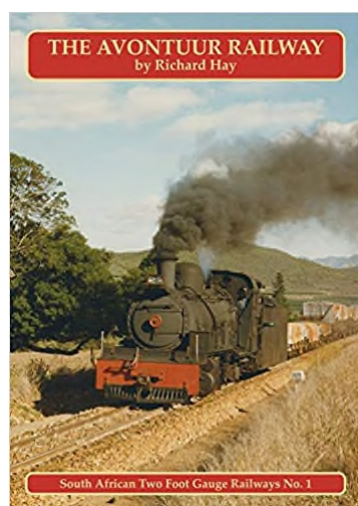
- **Author** John Martin and "The Book Gang"
- **Soft Cover** 108 pages 275x215mm
- **Published** April 2025
- **ISBN** 9781913797379

This book details the history of the Amberley Railway Collection, its growth and development. It also includes the now closed Brockham Museum. Chapters include Amberley 1978-1982, Brockham 1962-1982, Merger & Developments at Amberley, Standard Gauge, Histories of a Selection of Key Exhibits, Time to Move On, Notable Events and Life on the Railway and The Route Described

66 colour and 28 black & white photographs. 108 pages.

The Avontuur Railway

£14.95

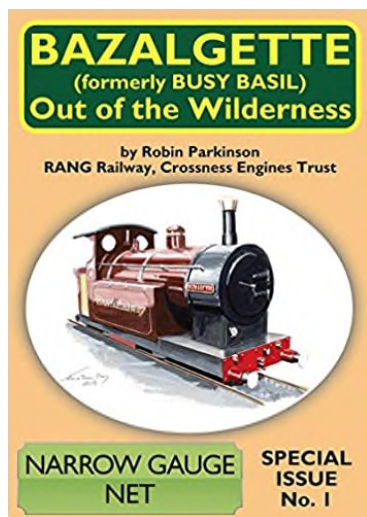


- **Author** Richard Hay
- **Soft cover** 64 pages A4
- **Published** January 2021
- **ISBN** 9781900340748

An illustrated journey along this iconic South African narrow gauge railway from Port Elizabeth to Avontuur, including the branches to Patensie and the Eastern Province Cement Corporation. Garratts, NG15s and Class 91s all feature prominently. The photographs were taken in the period from 1969 to 2010, and showcase not just the modernisation and subsequent rundown of the railway in that period, but the stunning South African scenery through which it passed.

Bazalgette (formerly Busy Basil) – out of the Wilderness

£4.50

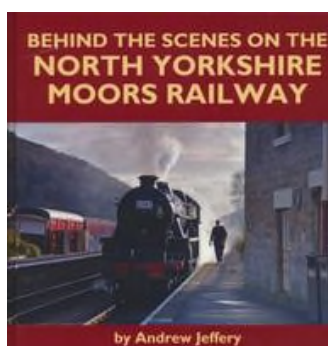


- **Author** Robin Parkinson
- **Soft cover** 16 pages A5
- **Published** December 2019
- **ISBN** 9781900340564

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

£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.

Deutsche Decapods

£10.95



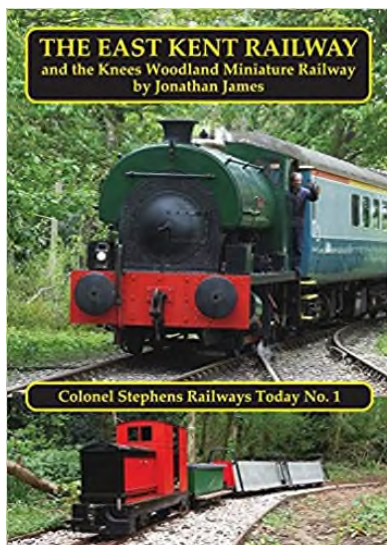
- **Author** John Organ
- **Soft cover** 64 pages
- **Published** November 2021
- **ISBN** 9781900340830

An illustrated overview of the narrow gauge ten-coupled steam locomotives produced by a number of different manufacturers in Germany. Many of these iconic locomotives survived into preservation and will be very familiar to narrow gauge steam enthusiasts who have travelled in Europe.

Germany has long been associated with this type of locomotive, from the early years of the twentieth century when it became apparent that a larger and more powerful design than the existing 0-8-0T would be required. This book contains a selection of mainly colour photographs illustrating some of these locomotives in action over the past 50 years. The book is divided into chapters covering different types of locomotive and includes a brief introduction to each.

The East Kent Railway and the Knees Woodland Miniature Railway

£14.95



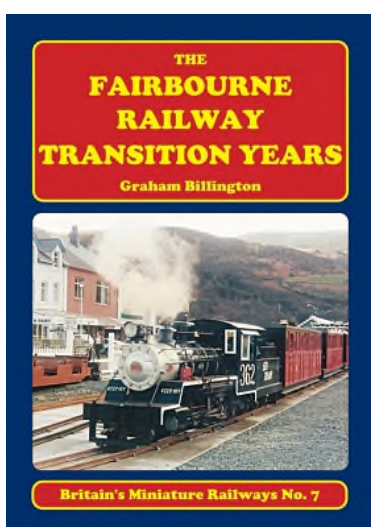
- **Author** Jonathan James
- **Soft cover** 64 pages A4
- **Published** January 2021
- **ISBN** 9781900340731

The 'Colonel Stephens' network of eccentric and impecunious light railways have long held a fascination for railway enthusiasts, including those too young to remember their operation. This album is the first in a two part series focussing on the two of the Colonels' railways to have been preserved (coincidentally both in Kent), and looks at the East Kent Railway, based a few miles to the north of Dover, and showcases what the volunteers there have achieved in their rebuilding efforts.

The Fairbourne Railway Transition Years

NEW

£17.50

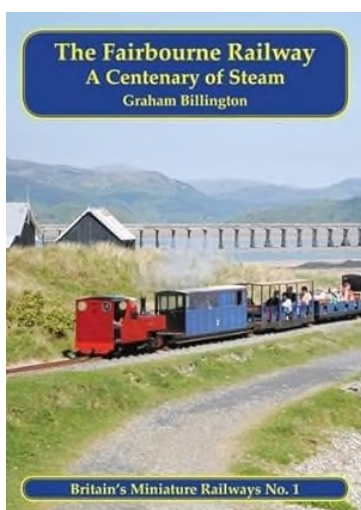


- **Author** Graham Billington
- **Soft Cover** 92 pages
- **Published** May 2025
- **ISBN** 9781913797393

The Fairbourne Railway as we know it today has been shaped by many changes but notably the intensive period of reconstruction in the mid 1980s. Many viewed this as controversial at the time. This book details the history of the Fairbourne Railway during this transition period, known as the 'Ellerton Era', a time of profound change in every aspect of the line, with rebranding, regauging, and new stations, locomotives and rolling stock.

The Fairbourne Railway – A Centenary of Steam

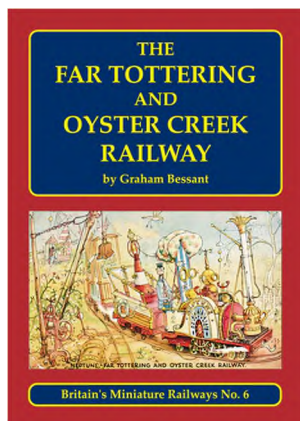
£14.95



- **Author** Graham Billington
- **Soft Cover** 88 pages
- **Published** April 2016
- **ISBN** 9781900340243

The Fairbourne Railway as we know it today has been shaped by many changes but notably the intensive period of reconstruction in the mid 1980s. Many viewed this as controversial at the time.

This book details the history of the Fairbourne Railway during this transition period, known as the 'Ellerton Era', a time of profound change in every aspect of the line, with rebranding, regauging, and new stations, locomotives and rolling stock.



- **Author** Graham Bessant
- **Soft Cover** 56 pages A4
- **Published** April 2024
- **ISBN** 9781913797263

1951 was the year of the Festival of Britain, held all over the country but especially on a special site on the South Bank of the Thames close to Waterloo Station. This site was the 'serious' part of the Exhibition, but upstream in Battersea was to be found the 'Festival Gardens', in essence a gigantic fairground.

This was populated by weird and wonderful contraptions invented by Rowland Emmet, the very popular cartoonist of the day. Of these, none was weirder and more wonderful than "The Far Tottering and Oyster Creek Railway" which featured in many of Emmet's cartoons, which was recreated in 15" gauge in the Festival Gardens, and transported 1000s of passengers

during the Garden's two year life. This book is the whole story of this wonderful railway, the men involved in its creation, with maps, drawings of infrastructure and the 3 diesel-electric powered, steam outline, locomotives – "Nellie", "Neptune" and "Wild Goose". The latter operated the airborne service! There are also a reasonable number of B&W and colour photographs.

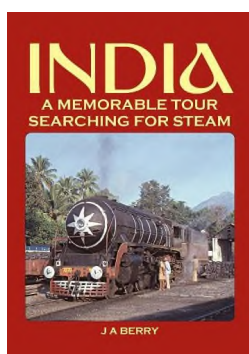
Hunslet Locomotives Preserved



- **Author** Oliver Edwards
- **Soft cover** 64 pages 231mm x 154mm
- **Published** 2021
- **ISBN** 9781900340779

An album showcasing a selection of the products of this famous Leeds locomotive builder that have been fortunate enough to survive in industry long enough to meet their salvation in the hands of the dedicated railway preservationists. Locomotives of all shapes and sizes, standard and narrow gauge, steam and diesel, can all be found within its pages. The high quality full colour photographs all have extended captions.

India - A Memorable Tour Searching For Steam



- **Author** J A Berry
- **Soft Cover** 60 pages A4
- **Published** October 2024
- **ISBN** 9781913797294

An illustrated travelogue of an epic month long tour, in which the IRS participated, in the winter of 1979/80, to the four corners of India, searching for steam.

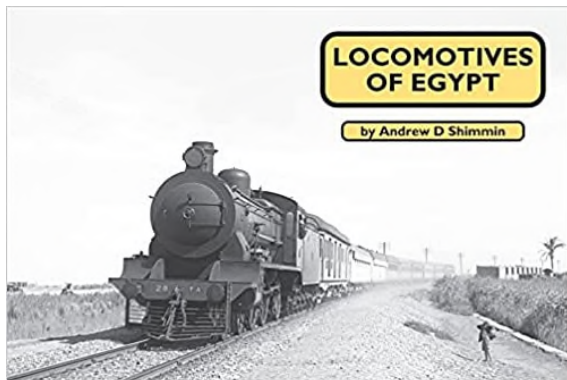
International Railway Memories



Intended as a series of archive colour photo albums, two volumes have been published to date. That covering Turkey is sold out, but France 1960s & 70s is still available.

Locomotives of Egypt

£10.95

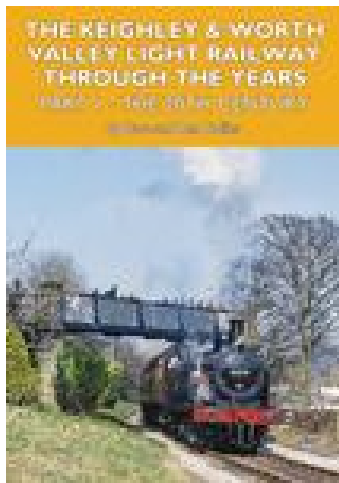


- **Author** Andrew Shimmin
- **Soft cover** 80 pages
- **Published** November 2021
- **ISBN** 9781900340885

An illustrated history of the locomotives to have graced the rails of this North African / Middle Eastern country. Featuring the fleet from the earliest days of steam to the present day diesels.

The Keighley and Worth Valley Light Railway Through The Years: 20th Century

£14.95

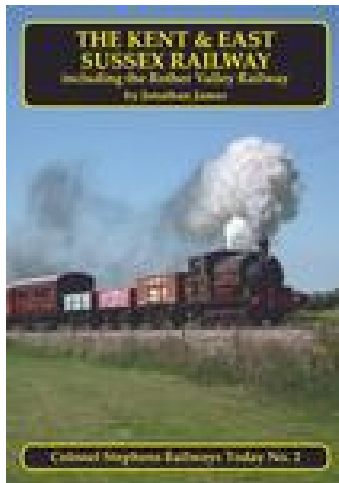


- **Author** Dave and Ben Collier
- **Soft cover** 80 pages
- **Published** January 2021
- **ISBN** 9781900340823

A photo album showcasing the achievements of this popular preserved line. The first of two parts, this covers the period to 2000.

The Kent and East Sussex Railway including the Rother Valley Railway

£16.95



- **Author** Jonathan James
- **Soft cover** 80 pages A4
- **Published** December 2020
- **ISBN** 9781900340809

An album showcasing this preserved Colonel Stephens line, including the Rother Valley Railway section..

Locomotives from Linz

£9.95

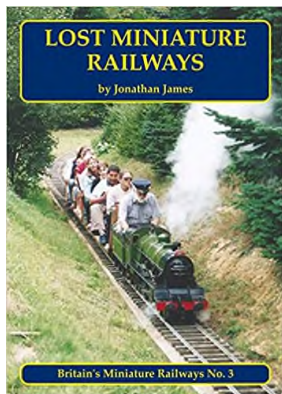


- **Author** John Organ
- **Soft cover** 64 pages
- **Published** February 2017
- **ISBN** 9781900340304

An illustrated history of the 760mm gauge locomotives built in Linz.

Lost Miniature Railways

£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 the Philippines

NEW

£7.50

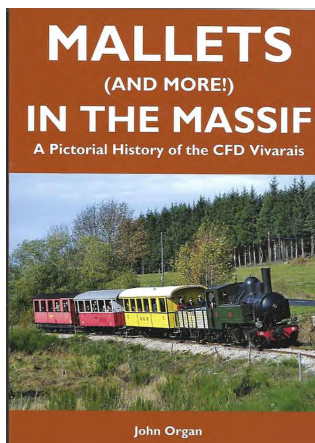


- **Author** Uwe Bergmann
- **Soft Cover** 96 pages
- **Published** October 2025
- **ISBN** 9781913797454

The book showcases the eclectic mix of steam locomotives used primarily in the Philippines sugar industry. The monochrome images are a mixture of works photographs and "at work" views from the author's extensive travels.

Mallets (and more!) in the Massif, A Pictorial History of the CFD Vivarais

£16.95



- **Author** John Organ
- **Soft Cover** 64 pages
- **Published** 2023
- **ISBN** 9781913797140

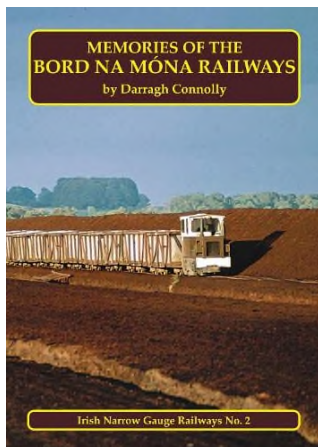
John Organ has compiled this illustrated history of the CFD Vivarais metre gauge line in France.

Some text tells the story of the early years of the railway's history, before archive black & white photographs take over once the story reaches the 1940s. Images are presented in chapters, each covering a part of the route. Further chapters cover the preservation era and the locomotives and rolling stock used on the line over the years.

Each chapter includes some introductory text and informative captions accompany each image.

Memories of the Bord na Móna Railways

£14.95

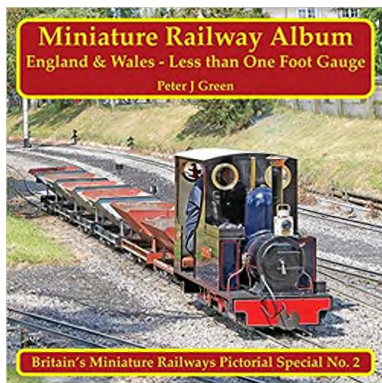


- **Author** Darragh Connolly
- **Soft cover** 64 pages
- **Published** April 2022
- **ISBN** 9781900340991

The story of the latter years of the famous Irish peat railway systems, told in extended captions to the extensive selection of pictures..

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

£16.95

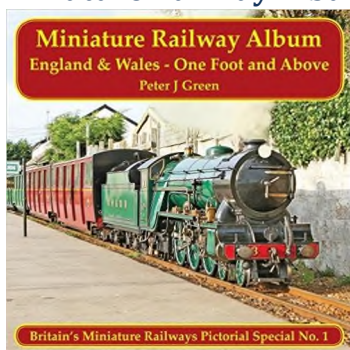


- **Author** Peter J. Green
- **Soft cover** 112 pages
- **Published** October 2019
- **ISBN** 9781900340533

This high quality full colour pictorial album showcases the best in miniature railway photography from one of the best photographers of the genre. This book features the smaller gauges, going down to just five inches between the rails! Fifty-eight railways are featured, taking the reader on an alphabetical tour from York to Cornwall via Kent and North Wales.

Miniature Railway Album, England and Wales One Foot and Above

£17.95



- **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.3 (2016), No. 4 (2017) and No.5 (2018)

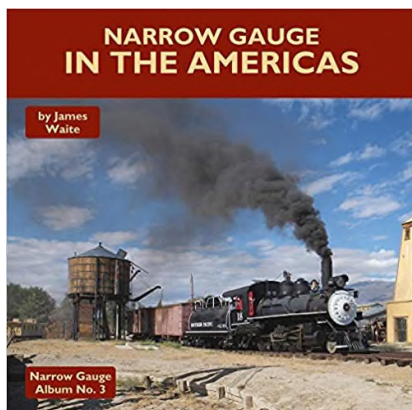
£6.95 each

An annual magazine, each 64 pages



Narrow Gauge in the Americas

£19.95

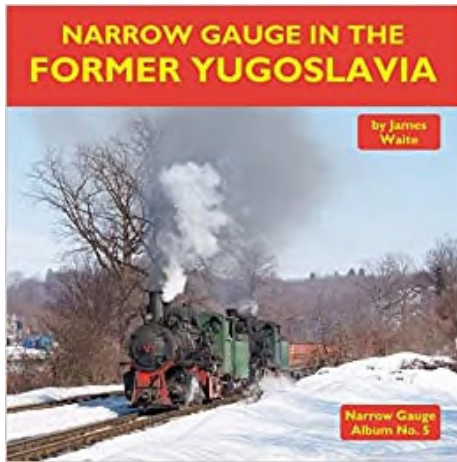


- **Author** James Waite
- **Hard cover** 120 pages 220mm x 220mm
- **Published** January 2021
- **ISBN** 9781900340724

A full colour photographic album by renowned photographer James Waite of the narrow gauge railway lines of the American continents in the 21st century. The reader is taken on an illustrated journey across North America from New England in the east to the West Coast, and then south through Central America and on into South America; journey's end being in Patagonia, at the southern tip of Argentina. Features many lesser-known lines, as well as the popular Cumbres & Toltec and Durango & Silverton operations.

Narrow Gauge in the Former Yugoslavia

£19.95

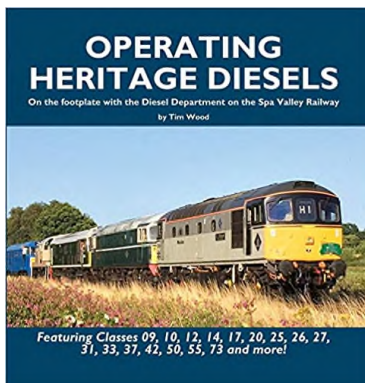


- **Author** James Waite
- **Hard cover** 120 pages 220mm x 220mm
- **Published** January 2021
- **ISBN** 9781900340724

A full colour hardback illustrated album by renowned photographer James Waite of the narrow gauge activity in the former Yugoslavia (Slovenia, Croatia, Bosnia-Herzegovina, Serbia, Kosovo, Montenegro and North Macedonia) in the 21st Century. Yugoslavia was a popular destination for enthusiasts of narrow gauge railways in the Communist era, having an unusually lengthy network (a legacy of the Austro-Hungarian empire), and Bosnia-Herzegovina remains one of the last bastions of everyday steam working in the railway world. In this book, the author not only visits the Bosnian operations, but also illustrates how the network and the trains that operated on it, have been adapted to serve the fledgling tourist industry.

Operating Heritage Diesels

£16.95

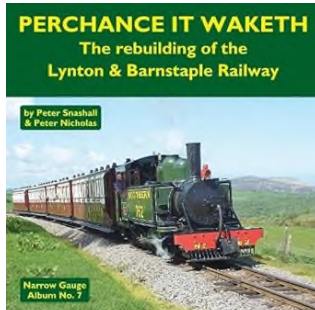


- **Author** Tim Wood
- **Soft cover** 80 pages 220mm x 220mm
- **Published** June 2020
- **ISBN** 9781900340601

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.

Perchance it Waketh: The rebuilding of the Lynton & Barnstaple Railway

£16.95

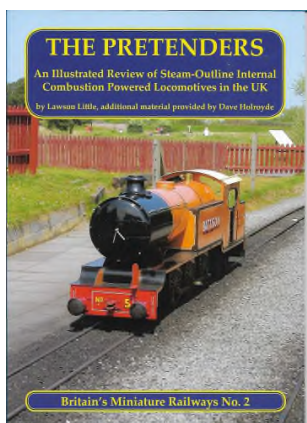


- **Author** Peter Snashall & Peter Nicholls
- **Hard cover** 96 pages
- **Published** November 2021
- **ISBN** 9781900340953

The story so far of the rebuilding of this iconic Devon narrow gauge railway, told in stunning colour photographs and detailed captions.

The Pretenders – UK Steam Outline Internal Combustion Locos

£9.95



- **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

£14.95

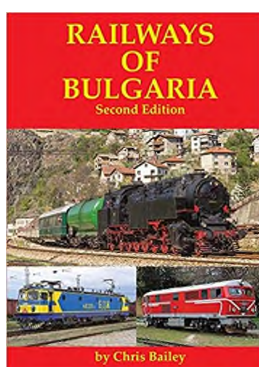


- **Author** Tim Wood
- **Soft cover** 80 pages A4
- **Published** June 2020
- **ISBN** 9781900340595

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

£14.95

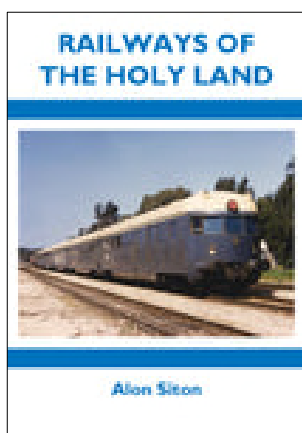


- **Author** Chris Bailey
- **Soft cover** 64 pages A4
- **Published** June 2020 (2nd Edition)
- **ISBN** 9781900340588

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.

Railways of the Holy Land

£17.95

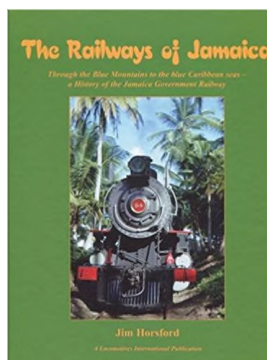


- **Author** Alan Sison
- **Hard cover** 88 pages A4
- **Published** 2023
- **ISBN** 9781913797256

An album telling the history of the railways of Israel. Published to mark the 75th Anniversary of Israeli Railways, and featuring photographs from the Historical Railway Images archive.

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. Diesellisation 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

£9.95



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

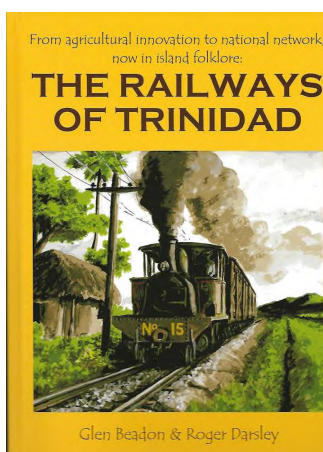
The railways of the Isle of Man offer a fascinating insight into public transport in the Victorian era. This small island in the Irish Sea is home to no fewer than seven operating railways and tramways, as well as a transport museum and railway relics preserved 'in situ'. The author, a well known transport 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.

The Railways of Trinidad

£40.00

Members: £38.00

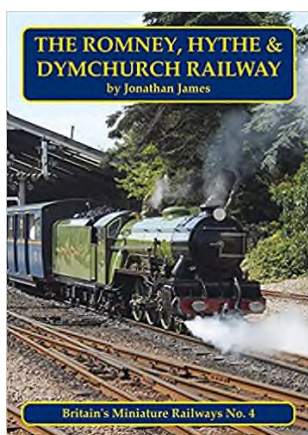


- **Author** Glen Beadon & Roger Darsley
- **Hard cover** 224 pages, 350 photographs
- **Published** November 2021
- **ISBN** 9781913797089

The product of many years research, this well illustrated A4 hardback by Glen Beadon and Roger Darsley is the full and previously undocumented history of the railways of this Caribbean island, both common carrier and industrial.

The Romney Hythe and Dymchurch Railway

£14.95



- **Author** Jonathan James
- **Soft cover** 64 pages
- **Published** November 2021
- **ISBN** 9781900340847

A collection of colour photographs showcasing the Romney, Hythe & Dymchurch Railway. The book combines a brief history of the line with many images showing the line's operations. Chapters include a brief history of the railway, a trip along the line, locomotives, visiting locomotives, carriages & wagons, stations, running the railway, the museum and publicity material. Most of the photographs are recent, but some date back to the 20th century. Most are presented in two-per-page format. It also includes a list of the home locomotive fleet and a further table of level crossings that can be found along the route of the railway.

Sierra Leone - Railway Adventure (2nd edition)

NEW

£5.00

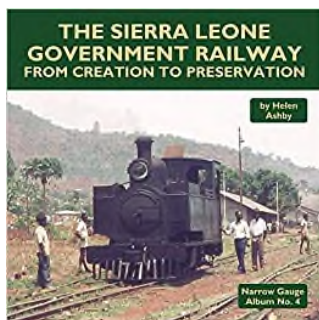


- **Author** Anthony Coulls
- **Soft Cover** 24 pages A5
- **Published** September 2025
- **ISBN** 9781913797317

Second, expanded, edition of this popular 24 page A5 softback giving a brief history of the railways of Sierra Leone, plus the full history and background to the setting up of the Sierra Leone National Railway Museum, written by one of the Trustees involved. Updated to 2024 with additional photos.

The Sierra Leone Government Railway from Creation to Preservation

£19.95

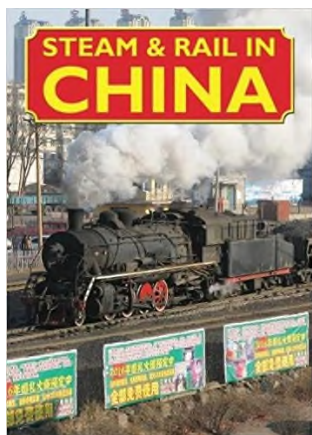


- **Author** Helen Ashby
- **Soft cover** 64 pages
- **Published** January 2021
- **ISBN** 9781900340847

An illustrated album by Helen Ashby, the Chair of the Friends of the Sierra Leone National Railway Museum, showcasing this idiosyncratic African narrow gauge system through all the eras of its operation. See the early optimism subside to a simple aspiration to survive, and then the remarkable story of its rediscovery in the aftermath of civil war through to its 21st century preservation in a project which, uniquely in West Africa, combines Government support, the will of the people, and the experience of a small group of determined Western preservationists.

Steam and Rail in China

£9.95

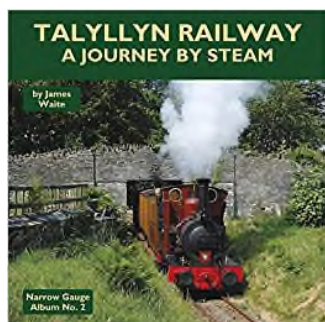


- **Editor** Iain McCall
- **Soft cover** 48 pages A4
- **Published** June 2018
- **ISBN** 9781900340502

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

Talyllyn Railway – A Journey by Steam

£18.95



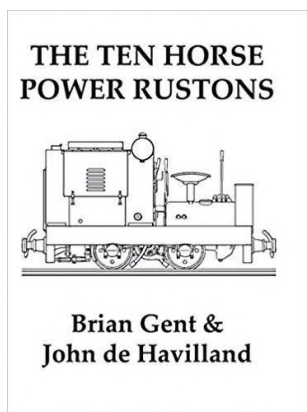
- **Author** James Waite
- **Hard cover** 120 pages 227mm x 225mm
- **Published** June 2020
- **ISBN** 9781900340663

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.

The Ten Horse Power Rustons

REPRINT

£6.50

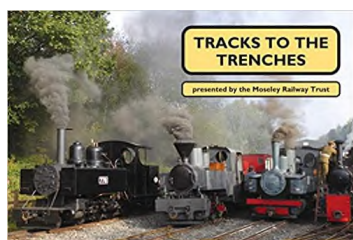


- **Author** Brian Gent and John de Havilland
- **Soft cover** 32 pages
- **Published** 2015; reprinted 2022
- **ISBN** 9781900340274

An improved edition of the Dennis Duck title. The service history of each locomotive of the class, together with line drawings and a brief description of the design and its historical context.

Tracks To The Trenches

£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.

Welsh Highland Railway – 25 Years of Memorable Milestones

£9.95

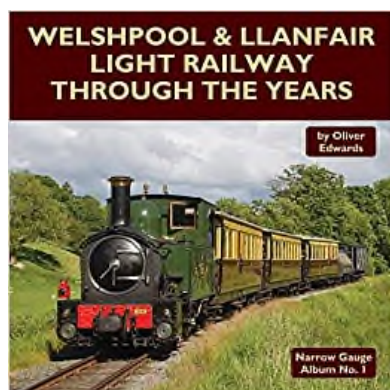


- **Author** East Anglian Group of Welsh Highland Railway supporters
- **Soft cover** 64 pages 231mm x 254mm
- **Published** Jan 2021
- **ISBN** 9781900340656

A softback illustrated album looking back at the successful project to restore the Welsh Highland Railway that began in 1994. It includes images showing the route shortly before restoration commenced, construction work in progress and trains operating on the line after the project had been completed. The book has been produced in landscape format and displays its photographs in one-per-page format with brief caption details added. A useful record of this significant period in the Welsh Highland Railway's history.

Welshpool and Llanfair Light Railway Through The Years

£16.95



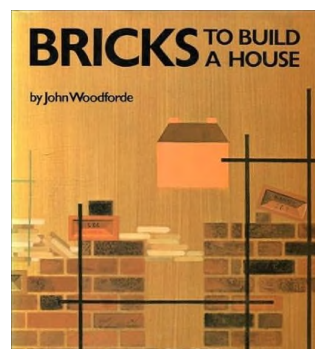
- **Author** Oliver Edwards
- **Hard cover** 80 pages 227mm x 225mm
- **Published** June 2020
- **ISBN** 9781900340632

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.

London Brick Company

Bricks to build a House

£8.00

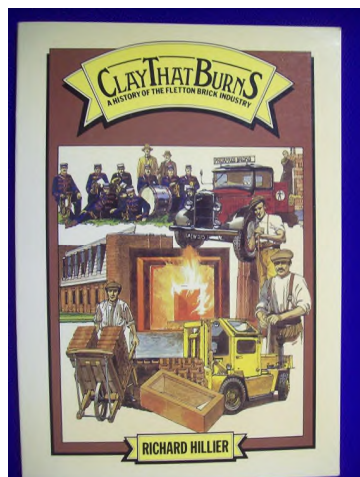


- **Author** John Woodforde
- **Hard cover** 226 pages
- **Published** 1976
- **ISBN**

This tells the story of bricks in Britain. It begins with the sun-dried, mud bricks formed with hands alone. Walls built with such bricks have been found in the ruins of Jericho – probably the oldest town in the world. John Woodforde describes bricks and brickmaking in the ancient world and in Europe and America; he gives a comprehensive account of brickmaking in Britain up to the 1970s. He describes the properties of bricks, including those of the unique fletton brick, manufactured by the London Brick Company. The author looks, too, at the equipment and techniques used to fashion bricks, the brickmakers themselves and brickwork of many kinds: in garden walls, sewers, canals, railways and roads as well as in Hampton Court and the Nash terraces of Regent's Park. This book will be of interest to students of architecture, engineering, chemistry and construction.

Clay That Burns – A History of the Fletton Brick Industry

£10.00



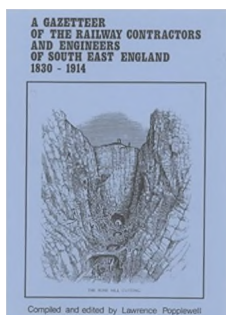
- **Author** Richard Hillier
- **Hard cover** 100 pages
- **Published** 1981
- **ISBN** 9780950780207

On the 23rd June 1877 at the Angel Hotel in Peterborough, an auction was held to dispose of a country estate known as Fletton Lodge. It was on this land that a unique British resource was discovered - the Clay that Burns. This book traces the history and development of the use of this Clay for one of Britain's largest brick industry.

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.



South East England 1830-1914

£3.80

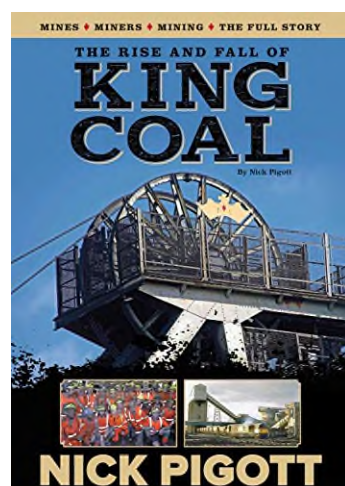
44 pages, published November 1983, ISBN 9780906637043

Mortons Media

The Rise and Fall of King Coal

£29.99

Members: £28.00



- **Authors** Nick Pigott
- **Hard cover** 260 pages A4
- **Published** February 2022 (new edition)
- **ISBN** 9781911658634

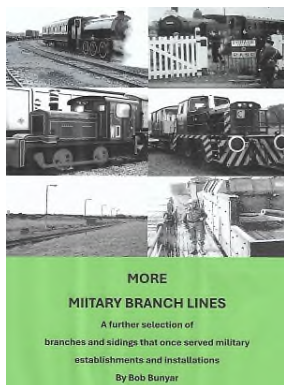
The closure of Kellingley Colliery at the end of 2015 removed the last of the former NCB deep mines in the United Kingdom, a once vast industry that at one time boasted 3,000 mines and employed well over a million workers. The Rise and Fall of King Coal tells the fascinating story of coal, from its origins in prehistoric swamps to its early primitive mining methods and to its role as the mineral that fueled the Industrial Revolution and put the 'Great' into Britain. It explores the history and operation of the collieries and their railways, explains the location of the coalfields and examines the hazards, hardships, disputes and tragedies that were part of every miner's life. Finally, with Britain now possessing only a handful of opencast and tiny drift mines while still importing millions of tons of coal from overseas, the UK's energy policy is examined at a time when many Britons are worrying whether it is sufficiently fit for purpose.

Miscellaneous Publishers

More Military Branch Lines

NEW

£12.99



- **Author** Bob Bunyar
- **Soft Cover**
- **Published** December 2025
- **ISBN**

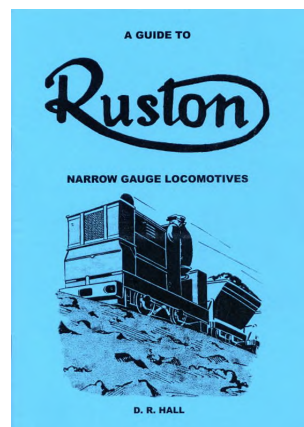
This book first covers North Devon and Cornwall, looking at military sidings put in during WW II at Halwill Junction and Tower Hill together with war time connections between the SR and GWR lines. There is also information on rail-mounted guns that operated in the area, one of which was crewed by Polish officers! South Somerset is mentioned with loops and sidings being installed together with an ammunition depot at Alford. There was also an attack on Castle Carey Station on September 3, 1942, which saw fatalities and a GWR locomotive destroyed. Army depots at Caerwent in South Wales and Ashchurch in Gloucestershire, each get their own chapters with the latter still being in existence and rail connected.

Moving northwards to Lancashire, a Royal Ordnance Factory built near Heapey Station, on the former Lancashire and Yorkshire Railway is covered, and a myth about strategic reserve steam locomotives stored there is dispelled. Back down south two RAF Fuel Depots and their sidings at Micheldever in Hampshire and Portfield in West Sussex are included in one chapter with a serious explosion being adverted at Micheldever while track removed from Portfield has assisted a Somerset based heritage railway. The final Chapter is about a military base that is still with us today and uses rail. This is the Marchwood Military Railway and Port on Southampton Water. Wartime photographs are of course difficult to obtain, due to restrictions, but every effort has been made to include as many photographs as possible and maps to go with the text. Finally, there is a Postscript, mentioning the Author's slight connection with military railways, his connection with the Swanage Railway in Dorset, and the link that has with the Army.

Moseley Railway Trust

A Guide to Ruston Narrow Gauge Locomotives

£6.00

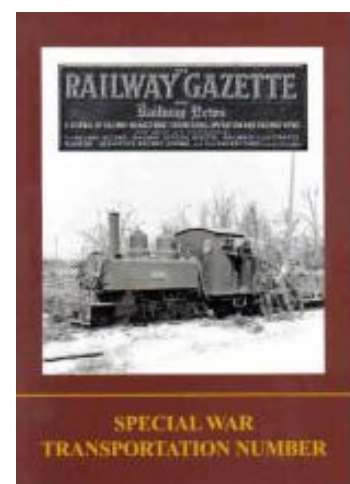


- **Author** D. R. Hall
- **Soft Cover** 60 pages A5
- **Published** 2003 (3rd Edition)
- **ISBN** 9780954087838

The 3rd edition of this book, first published in 1999, has been significantly updated and the print quality improved. Many more archive photos are now included and more information is given for some of the locomotive types. A brief history of the Ruston & Hornsby Company by Ray Hooley (Ruston's official archivist) has been included by way of an introduction. The book now includes 49 black & white photographs – many previously unpublished, showing the different classes of narrow gauge locomotives. There are also 17 general arrangement drawings reproduced to the modelling scale of 1:35.

The Railway Gazette, Special War Transportation Number

£14.95



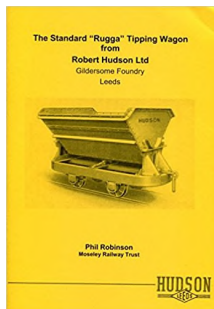
- **Author** Robin J. Parkinson
- **Soft cover** 160 pages
- **Published** October 2013
- **ISBN** 9780954087890

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 Standard "Rugga" Tipping Wagon from Robert Hudson Ltd

£7.50



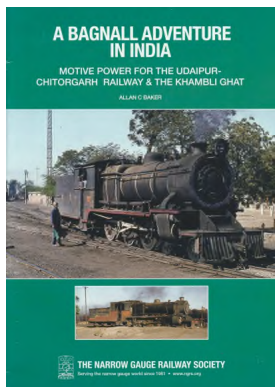
- **Author** Phil Robinson
- **Soft cover** 43 pages 297mm x 420mm
- **Published** 1 December 2012
- **ISBN** 9780954087883

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

Narrow Gauge Railway Society

A Bagnall Adventure in India

£7.95

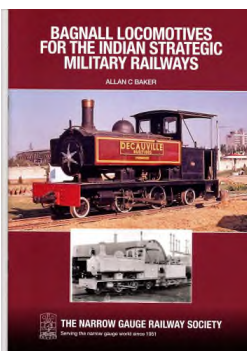


- **Author** Allan C. Baker
- **Soft cover** 24 pages A4
- **Published**
- **ISBN** 9781913837150

The history of the motive power supplied by Bagnall to the Udaipur - Chitorgarh Railway & The Khambli Ghat.

Bagnall Locomotives for the Indian Strategic Military Railways **NEW**

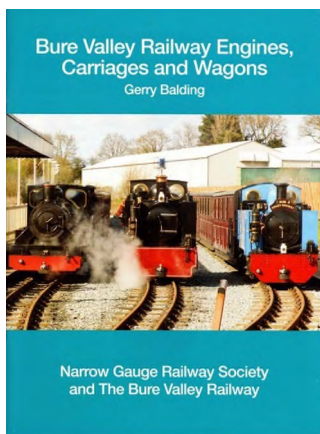
£7.95



- **Author** Allan C. Baker
- **Soft cover** 32 pages
- **Published** March 2025
- **ISBN** 9781913837082

Bure Valley Railway Engines, Carriages & Wagons (NGRS 247)

£5.50

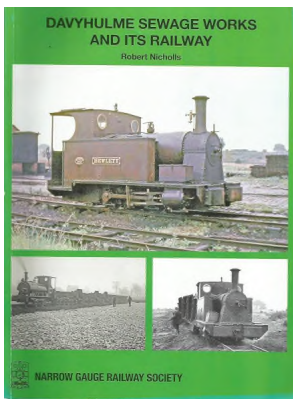


- **Authors** Gerry Balding
- **Soft cover** 43 pages A5
- **Published** 2019

This 43 page paperback booklet covers the history and gives a good description of all rolling stock that has been used on the Bure Valley railway including locomotives that were loaned from the Romney, Hythe and Dymchurch Railway in the former railway's early days. There is a lot of technical detail on every locomotive identified and this booklet is extensively illustrated with colour photographs throughout.

Davyhulme Sewage Works and its Railway (TNG 232)

£7.95



- **Authors** Robert Nicholls
- **Soft cover** 72 pages A5
- **Published** 2015

Traces the development of this works to meet the needs of the growing city of Manchester, and the important part the site's 3ft gauge railway played in its story. There are full details of the locomotives that operated there from the 1890s until use of the railway ceased at the end of the 1950s.

The Gezira Light Railway: A History (TNG 279) **NEW**

£7.95

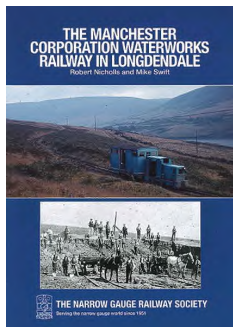


- **Authors** Iain Logie
- **Soft cover**
- **Published** 2023

During the 1960s, the Gezira Light Railway grew to become one of the largest 60 cm gauge railway systems in the world and it survived into the 21st Century. This history of it, from conception to closure, is therefore long overdue.

Manchester Corporation Waterworks Railway in Longdendale (TNG 277)

£7.95



- **Authors** Robert Nicholls and Mike Swift
- **Soft cover** 40 pages A5
- **Published** 2023
- **ISBN** 9781913837037

This booklet traces the history of the waterworks railway in Longdendale. The 3ft gauge line was built to assist with the construction of the Longdendale reservoirs. It was electrified as early as 1904 and operated by a small four-wheeled locomotive. In 1949 this was replaced with a diesel, then the wiring was removed a few years later. The line closed in 1968, leaving only the main line Woodhead line running through the Longdendale valley.

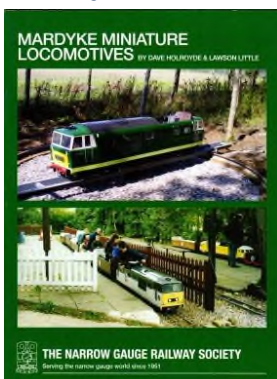
Chapter List:

- Water for Manchester, Building the Reservoirs, Horse and Steam Traction
- The Electric Era: 1905 to 1950
- Dieselisation, Enthusiast Trips, Closure and Remains: 1950 to Present
- The two-foot and 18 inch gauge lines

Well-illustrated with black & white photographs.

Mardyke Miniature Locomotives (TNG 241)

£5.50

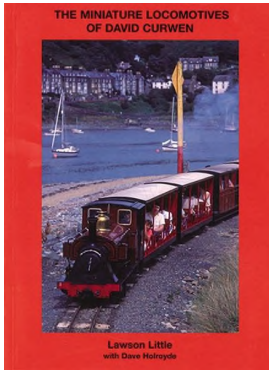


- **Authors** Dave Holroyde and Lawson Little
- **Soft cover** 39 pages A5
- **Published** 2017

Mardyke is best known as a manufacturer of commercial miniature railway equipment, so the name may not be familiar. The company's hallmark is well-finished and well-thought-through machines. The back-catalogue includes some brave ventures, such as the iconic HST and TGV sets. Just like the real thing, these trains are complete integrated sets, double-ended and with matching carriages.

The Miniature Locomotives of David Curwen (TNG 202)

£7.95

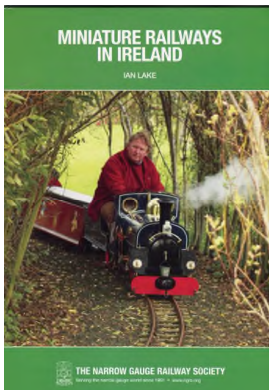


- **Authors** Dave Holroyde and Lawson Little
- **Soft cover** 120 pages A5
- **Published** 2008

An overview of David Curwen's work and includes every one of his larger locomotives together with over 146 photographs, many of them in colour. There is a full history of each locomotive to date and it includes locomotives built by both himself and others.

Miniature Railways in Ireland **NEW**

£7.95

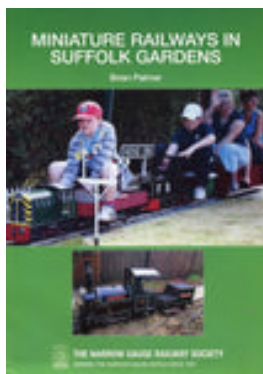


- **Author** Ian Lake
- **Soft cover** 28 pages A4
- **Published** July 2024
- **ISBN** 9781913837075

An illustrated history of ten examples of the variety of garden miniature railways to be found across the UK, these examples all being in Suffolk.

Miniature Railways in Suffolk Gardens (TNG 265)

£5.95



- **Author** Brian Palmer
- **Soft cover** 32 pages A4
- **Published** 2021

An illustrated history of ten examples of the variety of garden miniature railways to be found across the UK, these examples all being in Suffolk.

The Narrow Gauge 2-8-2s of Patagonia (TNG 227)

£5.95

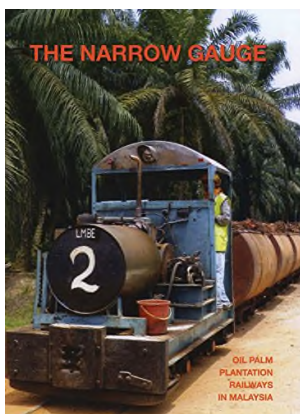


- **Author** Robert Humm
- **Soft cover** 52 pages A5
- **Published** 2013

A detailed history of the two classes of 2-8-2 locomotives built by Baldwin and Henschel for the 750mm gauge line from Ingeniero Jacobacci to Esquel in Argentina.

Oil Plantation Railways in Malaysia (TNG 215)

£6.95

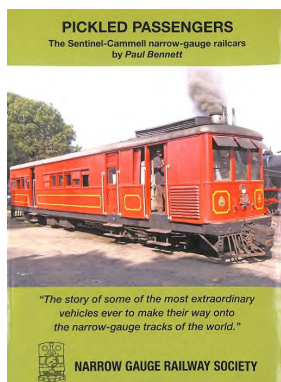


- **Author** Norman Drake
- **Soft cover** 52 pages A5
- **Published** 2011

The vast plantations of palm trees in Malaysia are served by an intricate network of 70cm-gauge railways stretching for more than 400 kilometres. This book describes the lines, their method of working, and the variety of small locomotives used, some of which are used on trains exceeding 300 tonnes in weight. Fully illustrated in colour throughout.

Pickled Passengers - Sentinel Cammell Narrow Gauge Railcars (TNG 219)

£6.95

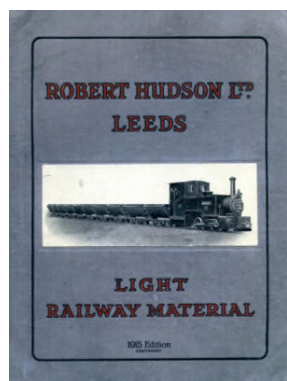


- **Author** Paul Bennett
- **Soft cover** 84 pages A5
- **Published** 2012

An illustrated history of the iconic Sentinel-Cammell narrow gauge railcars.

Robert Hudson Ltd, Leeds, Light Railway Material 1915 Catalogue (TNG 237)

£8.95

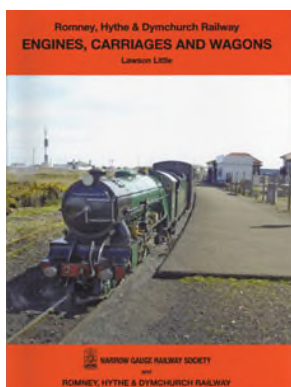


- **Author** Robert Hudson
- **Soft cover** 92 pages A4
- **Published** 2015
- **ISBN** 9780993438622

A facsimile reprint of an original 1915 Robert Hudson catalogue from the Narrow Gauge Railway Society's archive listing light railway equipment developed to serve the Allied campaigns in the Great War.

Romney Hythe & Dymchurch Railway Engines, Carriages and Wagons (TNG 224)

£6.99

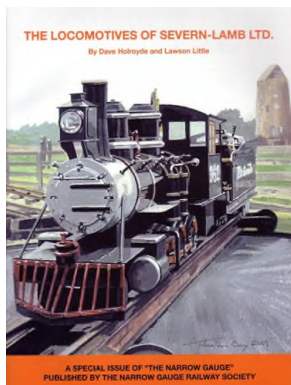


- **Author** Lawson Little
- **Soft cover** 55 pages A5
- **Published** 2018

Published jointly with the Romney, Hythe & Dymchurch Railway, this book describes every item of rolling-stock which a present-day visitor to the line is likely to see. It fills a rather surprising gap in this oft-described line in covering not only the locomotives but also the carriages and wagons, which are otherwise generally neglected. Every existing carriage and wagon is described in detail, whilst locomotive tables include mileage figures and even the type of whistle carried by each engine! Fully illustrated and in colour.

The Locomotives of Severn-Lamb Ltd (TNG 208)

£9.95

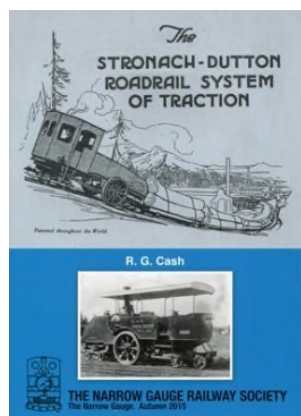


- **Author** Dave Holroyde and Lawson Little
- **Soft cover** 100 pages A5
- **Published** 2010

Warwickshire-based engineers Severn-Lamb Ltd have been manufacturing transport-related items for the leisure industry for over fifty years. Their output includes road trains, monorails, theme-park rides and steam launches, but they mainly concentrate on narrow-gauge and miniature locomotives, steam and diesel, for gauges between 7¼" and 3 feet. Over 140 photos, most in colour, illustrate the firm's output.

The Stronach-Dutton Railroad System of Traction

£6.95

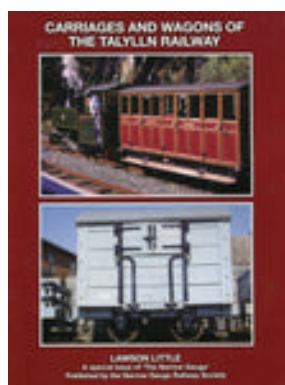


- **Authors** R.G. Cash
- **Soft cover** 64 pages
- **Published** 2015

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.

Carriages and Wagons of the Talyllyn Railway (TNG 212)

£6.95

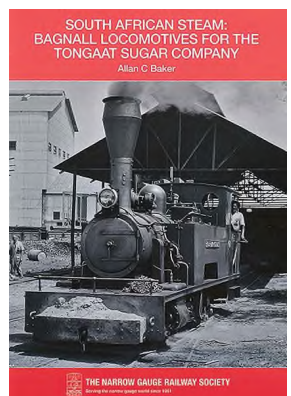


- **Author** Lawson Little
- **Soft cover** 64 pages A5
- **Published** 2010

An illustrated history of the carriages and wagons of the world's first preserved railway.

South African Steam – Bagnall Locomotives for the Tongaat Sugar Corporation

£7.95

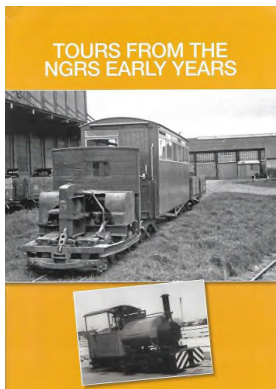


- **Author** Allan C. Baker
- **Soft cover** 36 pages A4
- **Published** 2021

An illustrated account of the steam locomotives built by W.G. Bagnall for use on the Tongaat Sugar Company estate in South Africa. This volume is an updated and expanded version of two articles previously published in the Industrial Railway Journal in 1979 and 2012.

Although concentrating mainly on the locomotives, the book includes a brief history of the sugar estate in the context of how it came to require steam locomotive operation to recover the harvest. It also briefly describes the geography of the estate, through which the Tongaat River passes before emptying into the ocean.

Each of the company's locomotives is described, building into a chronology of the Sugar Company fleet. The enhancements arriving with each new locomotive design are highlighted and a table provides easy comparison of the technical specification of the various types. A map of the estate railway is included. It also looks at the preservation of a remarkable six locomotives from the company's comparatively small fleet, including one example that has been restored in Middlesbrough.



- **Author** NGRS
- **Soft cover** A4
- **Published** 2020

The late Ron Redman, who became chairman of the Society in 1958 and retired from that post exactly 50 years later, was responsible as Leeds area secretary for organising many early visits to industrial and preserved railways. Some of his folders of photographs taken on NGRS and private visits often include accompanying visit reports. This issue of The Narrow Gauge includes photographs from some of these trips - mostly in the 1950s, with the remainder in the 1960s. It's a reminder of how extensive and diverse the use of the narrow gauge in industry was more than 60 years ago, and the fascinating locations then available to the enthusiast. Contents include Nocton Estate Light Railway, 1955; Ledston Luck Colliery; Welshpool and Llanfair Special, 1955; Waltham and Eastwell Quarries; Austwick Quarry, near Settle; Horton in Ribblesdale Limeworks; Knostrop Sewage Works, Leeds; John Knowles (Wooden Box) Ltd, Woodville; BICC Ltd Erith; Arthur Guinness, Dublin.

Noodle Books/ Crecy Publishing/OPC

The Acquired Wagons of British Railways Volumes 2 to 5

£25.00 each

- **Author** David Larkin
- **Hard cover** A4

Whilst much has been published on BR locomotives and passenger stock, accurate and detailed coverage of the large inventory of vehicles used to convey the huge volume of goods traffic is less readily available. This new series sets out to provide that information.

Volume 2

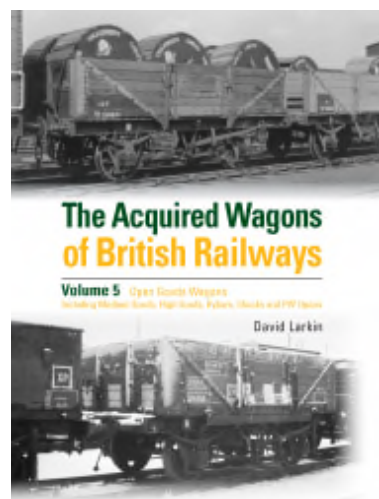
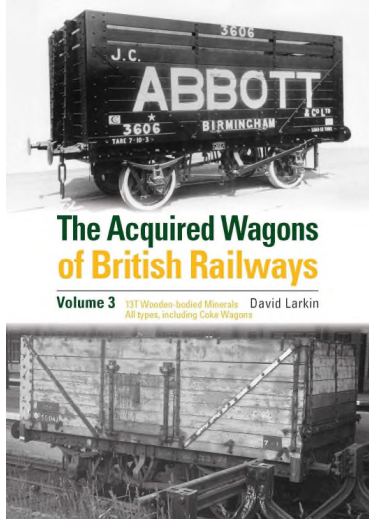
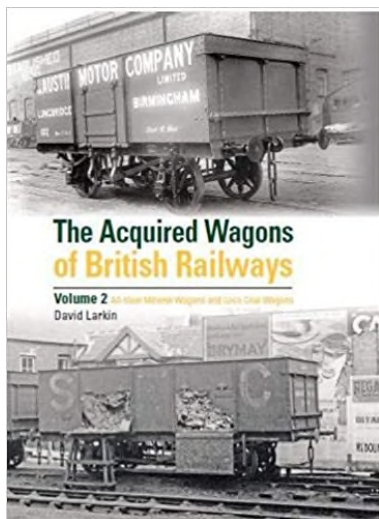
Published 2019, 160 pages, ISBN 9780860936947.
All steel opens.

Volume 3

Published 2021, 144 pages, ISBN 9781910809693.
13T wooden-bodied minerals (1923 RCH Specification), all types, including coke wagons.

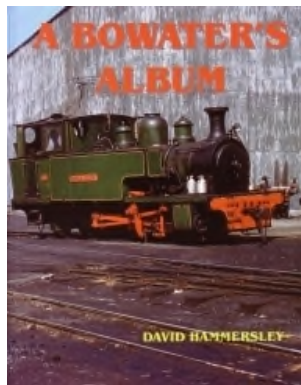
Volume 5

Published 2023, 144 pages, ISBN 9781800352711.
Open goods wagons including medium goods, high goods, hybars, shocks and PW opens.



A Bowater's Album

£11.95

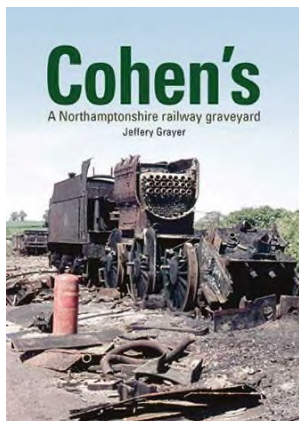


- **Author** David Hammersley
- **Soft cover** 72 pages, 211mm x 271mm
- **Published** October 2009
- **ISBN** 9781906419264

A photo album of the of the Bowater's industrial railway serving their paper mills in the Sittingbourne area.

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 scrapyards 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 scrapyards'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!

The Meon Valley Railway Part1: Building the Line

£14.95

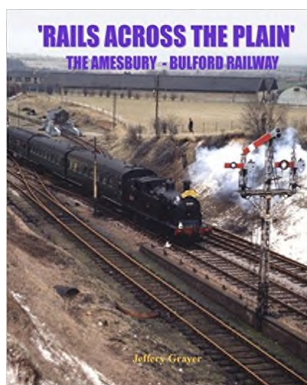


- **Author** Kevin Robertson
- **Hard cover** 64 pages, landscape A4
- **Published** 1 January 2011
- **ISBN** 9781906419479

This book features a full set of construction photographs of the railway. Seen from the perspective of the surveyor, navy: 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

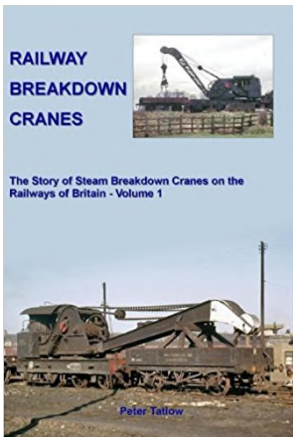


- **Author** Jeffrey Grayer
- **Hard cover** 120 pages A4
- **Published** 11 August 2011
- **ISBN** 9781906419516

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

£35.00

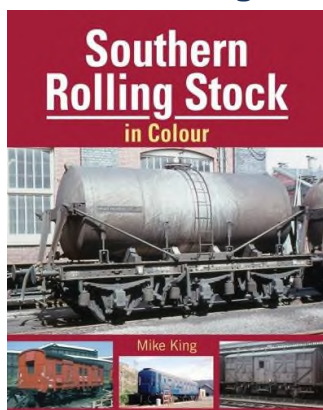


- **Author** Peter Tatlow
- **Hard cover** 196 pages A4
- **Published** 20 November 2014
- **ISBN** 9781906419691

Former BR Civil Engineer Peter Tatlow provides a concise and detailed history of Railway Breakdown Cranes in Britain in a three-volume history, taking 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. Only Volume 1 is still available.

Southern Rolling Stock in Colour

£17.99

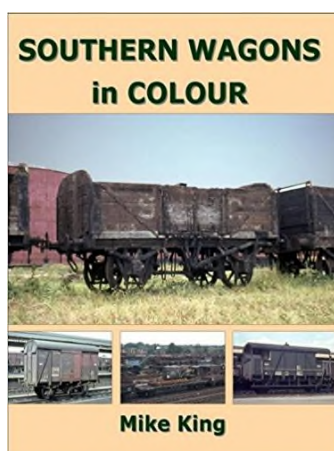


- **Author** Mike King
- **Soft cover** 100 pages 215mm x 273mm
- **Published** 2016
- **ISBN** 9781909328419

This book contains much material seen for the first time; with colour images from both existing and new sources. With a huge variety of photographs, from pre-grouping stock that survived into the 1950s and 1960s to Southern built vehicles, all the photographs are in colour, and nearly all were taken to show the actual vehicle. Milk tanks feature in detail for the first time as well as horse boxes, ballast wagons and even a locomotive tender still lettered "Southern".

Southern Wagons in Colour

£17.50

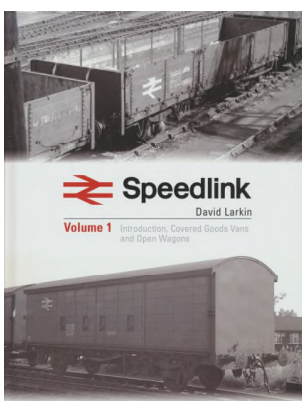


- **Author** Mike King
- **Soft cover** 100 pages A4
- **Published** 10 April 2014
- **ISBN** 9781909328198

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.

Speedlink Vol. 1 Covered Goods Vans and Opens **NEW**

£25.00



- **Author** David Larkin
- **Hard cover** 152 pages A4
- **Published** September 2023
- **ISBN** 9781800352773

Speedlink was launched in 1977 as an attempt to arrest the decline in British Rail's wagonload freight business. One of the things that distinguished Speedlink workings from almost all of the freight services that had preceded it was that all the wagons used were air braked. At its peak in the mid 1980s, it carried over 8 million tonnes annually. However, despite this, Speedlink was never profitable and in the run up to railway privatisation, the service was abandoned in 1991.

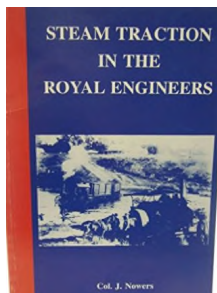
This is the first of a series of four books which will provide a comprehensive survey of the whole Speedlink wagon fleet. This first volume begins by setting the scene from which

Speedlink emerged. It explores the background to BR's lossmaking wagonload business from the 1960s onwards and examines the circumstances which led to the creation of Speedlink as the solution to these problems. Having dealt with the background to its emergence, the book moves on to look at existing air braked stock owned by British Rail prior to the launch of Speedlink including that built in the 1960s for use on train ferries and vehicles converted to air braking. All the many types of existing covered vans and open wagons that could be used on Speedlink are thus featured in this volume.

North Kent Books

Steam Traction in the Royal Engineers

£2.50



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

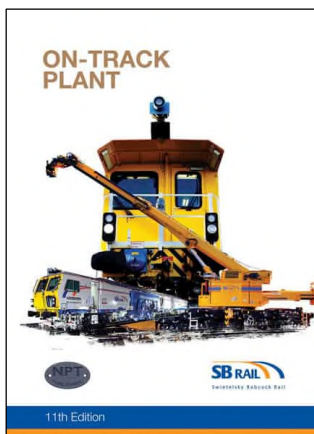
The author's interest in traction engines began when he commanded 45 Field Support Squadron Royal Engineers. The Squadron traced its descent directly from the old 45th Company, raised for the Boer War. During his tour in command the Squadron celebrated its 75th birthday, which prompted him to research 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.

NPT Publishing

On-Track Plant

£32.00

Members: £27.50



- **Author** Roger Butcher
- **Hard cover** 360 pages
- **Published** 2020
- **ISBN** 9780953746361

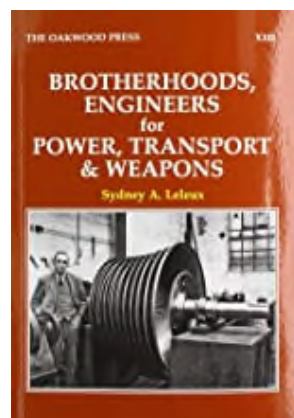
This is the 11th Edition of this book, first published over 35 years ago. It is the definitive guide to rail-mounted and self-propelled equipment specifically used for working on, or assisting in, the maintenance and renewal of the railway infrastructure in Great Britain. It contains comprehensive details of on-track machines, road/rail plant, small plant, owner listings and manufacturer details.

The Oakwood Press

(Other titles available on request)

Brotherhoods, Engineers for Power, Transport & Weapons

£26.00



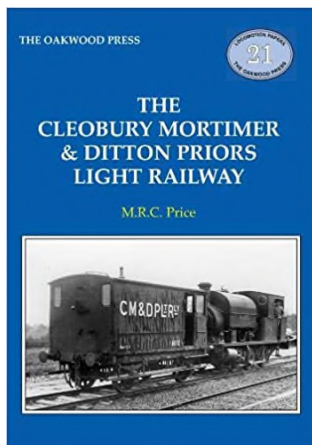
- **Author** Sydney A. Leleux
- **Soft Cover** 312 pages A5
- **Published** May 2019
- **ISBN** 9780853614593

Rowland Brotherhood founded this engineering dynasty in 1842 and was the contractor for much of the Great Western Railway main line from London to Bristol. Maintenance contracts followed and he set up the Chippenham Railway Works. At first they manufactured materials but later expanded to construct rolling stock and locomotives. His son Peter left to found Peter Brotherhood Ltd in London and there radial engines used to propel the Whitehead Torpedo were made as well as engines for other uses on naval ships. The company was inherited by his son Stanley who moved the business to Peterborough where it made motor cars. The First World War saw it producing armaments and engines for tanks and aircraft. Post-war the company made steam turbines, steam lorries and tractors, canal boats and engines and compressors. The Second World War involved a return to armament manufacture and after the war it developed heat recovery systems on ships.

This book was reviewed in IRS Bulletin No.1037 (September 2019)

Cleobury Mortimer & Ditton Priors Light Railway

£13.95

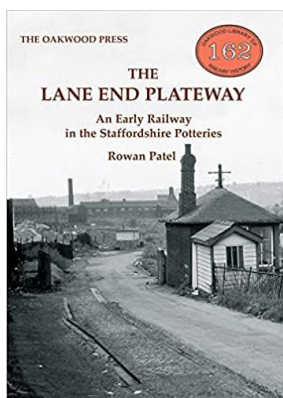


Author M. R. C. Price
Soft Cover 96 pages
Published September 2019 (Reprint)
ISBN 9780853615088

This railway ran parallel with the Severn Valley Railway to the east and the junction was Cleobury Mortimer on the GWR's Tenbury Wells-Bewdley line. The line opened in 1908 and became part of the GWR at Grouping. Passenger services ceased in 1938, then goods in 1939 but war brought salvation in the form of a Royal Armament Depot at Ditton Priors, causing the line to survive into the 1960s. This fourth edition of the book first published in 1963 is a reprint of the revised third edition of 1995 with two new appendices, 111 photographs.

The Lane End Plateway

£13.95



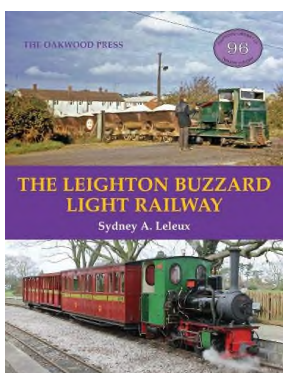
Author Rowan Patel
Soft Cover 84 pages, 208mm x 128mm
Published May 2019
ISBN 9780853615385

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.

The Leighton Buzzard Light Railway

£37.00



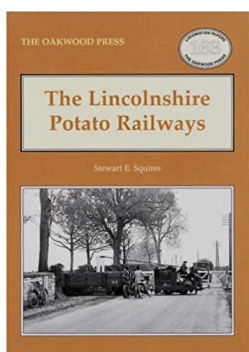
Author Sydney A. Leleux
Soft Cover 272 pages, 210mm x 273mm
Published October 2019
ISBN 9780853617433

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

This book was reviewed in Bulletin 1025 (March 2020)

The Lincolnshire Potato Railways

£16.95

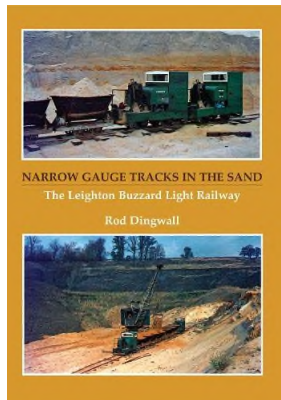


Author Stewart E. Squires
Soft Cover 160 pages A5
Published 2005 (2nd Edition)
ISBN 9780853616467

Although Lincolnshire is not a county normally associated with narrow gauge railways, the county had over 140 miles of track laid on farms in at least 50 separate locations from Alkborough to Crowland in the south. Although also used for bulb fields in the Spalding area, this book just relates to their use in relation to the planting and harvesting of potatoes. Many of these lines were short and powered by horses; others were longer and used internal combustion engines or small steam engines.

Narrow Gauge Tracks in the Sand

£17.95

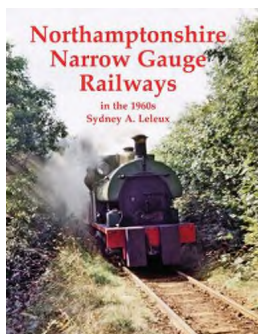


Author Rod Dingwall
Soft Cover 160 pages A5
Published 2019
ISBN 9780853615088

Reprinted, with minor corrections, after not having been available for many years. 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.

Northamptonshire Narrow Gauge Railways in the 1960s

£24.95

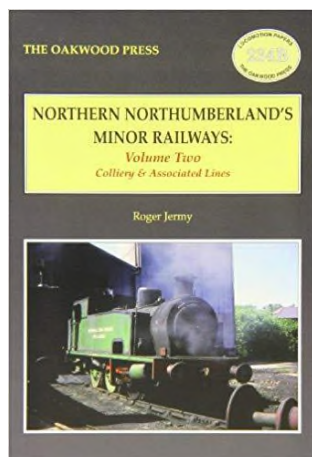


Author Sydney A. Leleux
Soft Cover 96 pages
Published February 2021
ISBN 9780853617525

The author explains how in 1955 when he was 16 years old his family moved from Guildford to Northampton and how at that tender age he had already been 'a railway enthusiast for a long time' but predominantly main line. Mugging up on the scant literature on narrow gauge and industrial railways, in 1959 armed with his first camera he set about visiting industrial premises of all sorts. When he started to work he was able to travel to new places by bus or in the boss's car and would sometimes borrow a bicycle at lunchtime to get to a site. Hence this lovely collection came about comprising mainly of the author's own photos of the railways at brickworks clay pits, sand & gravel, sewage and cement works and so on. Funny little locomotives working away in seclusion in quirky little local operations. There are also photos of the end of the story with track being lifted and other industrial features such as a canal and an aerial ropeway, making this a very diverse and entertaining book as well as being an awesome photographic record of the workings on these little railways.

This book was reviewed in IRS Bulletin No.1071 (July 2021)

Northern Northumberland Minor Railways



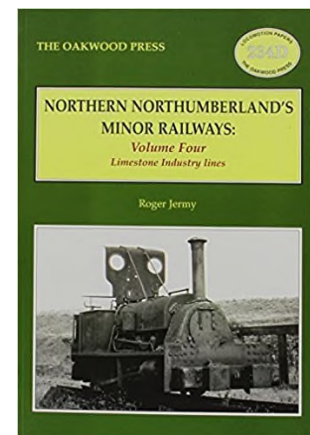
A series of 4 volumes written by Roger Jermy, covering the minor railways of northern Northumberland (essentially the administrative districts of Berwick-upon-Tweed and Alnwick). All are in A5 Soft cover format. Still in stock are:

Volume 2: Colliery & Associated Lines £10.95

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

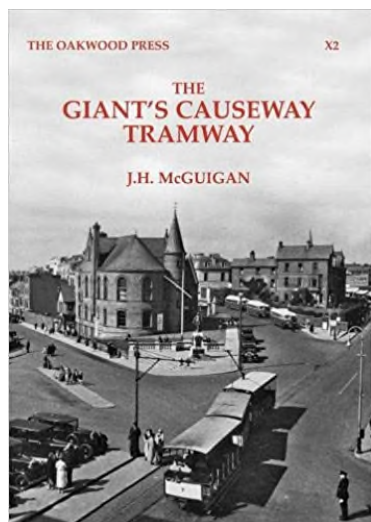
Volume 4: Limestone Industry Lines £11.95

Published June 2012, 136 pages, ISBN 9780853617068



The Giant's Causeway Tramway

£15.95

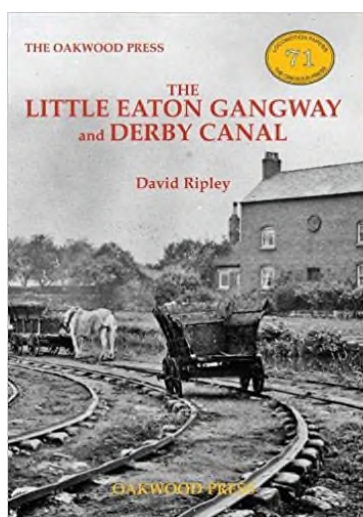


Author	J.H. McGuigan
Soft Cover	120 pages A5
Published	February 2021
ISBN	9780853617563

First published in 1964, this new edition retains the original text but has been redesigned with new (old) photographs added. In his preface, the author recalls his childhood experiences of riding the toast racks on this narrow gauge railway from Bushmills to Portrush and of how a lecture he was to give in 1948 spurred him to talk to the tram crews and managers and how this then led him on to further research. The book comprises eleven chapters covering the early days, operation, the First World War, the "difficult years" between the wars, the Second World War, and the few final years of operation. Cumulative lack of maintenance meant that by 1949 the track was in very poor condition. Eight appendices tell more of the story.

The Little Eaton Gangway and Derby Canal

£13.95

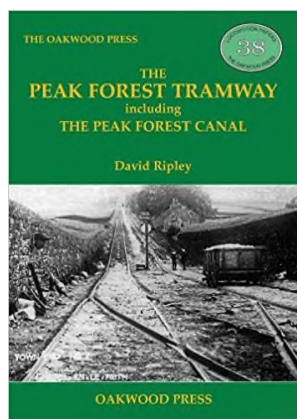


Author	David Ripley
Soft Cover	80 pages A5
Published	February 2021
ISBN	9780853617464

First published in 1973 with a second edition in 1993, the author prepared a third edition in 1997 which included much new information. Around that time publishing was moving towards digital and, with the first edition on film and hard to amend, the revision was put to one side. With a change of ownership of Oakwood Press, the book has been digitised and redesigned to incorporate the revisions. Unfortunately it is published posthumously as the author passed away in 2020. The book recounts the problems Derby faced from the River Derwent being dammed by mill owners, which together with the dry season made it unnavigable. The solution was the Derby Canal which opened in 1796 and ran 14 miles from the Trent and Mersey Canal at Swarkestone to Derby and Little Eaton. The Little Eaton Gangway was a tramway that linked Little Eaton to Derby, mainly carrying coal. Chapters in the book cover the early history, rolling stock, the route, closure and revival, and there are various appendices also.

The Peak Forest Tramway including the Peak Forest Canal

£13.95



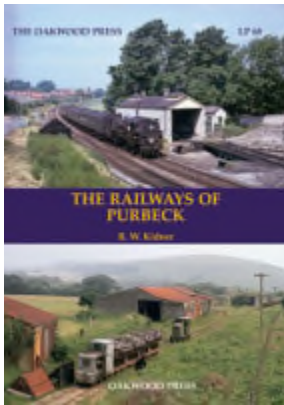
Author	David Ripley
Soft Cover	80 pages A5
Published	February 2021
ISBN	9780853617495

The Peak Forest Tramway was an early industrial railway in Derbyshire. It was built to carry limestone from the quarries around Dove Holes down to Bugsworth Basin, where it was transferred to boats for carriage along the Peak Forest Canal to Manchester and beyond. The tramway first opened in 1796 and was operated through gravity- and horse-power. This book is a detailed history of the Peak Forest Tramway. Chapters examine the early history, the track and rolling stock, traffic and operation, the route and the connection with the Peak Forest Canal. The history begins with the optimism of the line's proposers and the challenges of construction, going on to tell of decline and closure between the wars. The further decline of the canal infrastructure post-war is examined and then, from the 1960s, efforts to restore and re-open the canal.

First published in 1968, this is the fourth edition.

The Railways of Purbeck

£15.95



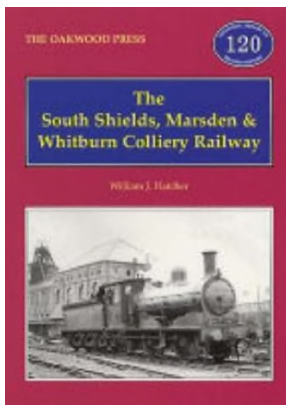
- **Authors** R.W. Kidner
- **Soft cover** 120 pages
- **Published** 2022 (4th edition)
- **ISBN** 9780853617631

First published in 1973, this fourth edition has been updated by Colin Stone, who made additions to Chapters Two, Four, Five and Six. The late Roger Kidner first visited Swanage during the inter-war years, discovering that there was much of railway interest in the Island of Purbeck, not just the Southern Railway's Swanage Branch but also the clay tramways and the target range railways. Mr Kidner's visits were interrupted by the war years but then continued into the 1970s when the new Swanage Railway began its life. The six chapters deal with the Swanage Branch, Southern Railway and British Rail, locomotives and rolling stock, the clay tramways, other tramways and the new Swanage Railway. Two appendices cover Southern Steam Trust Stock in 1999 and 'Recent' Middlebere Track Studies. The

illustrations comprise of photographs, maps and track layout diagrams.

The South Shields, Marsden & Whitburn Colliery Railway

£9.95

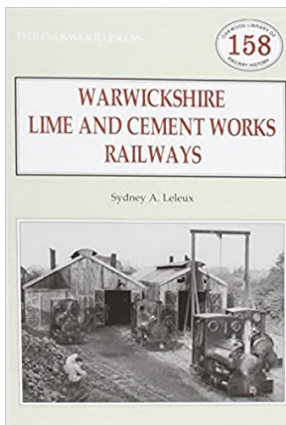


- Author** William J. Hatcher
- Soft Cover** 128 pages A5
- Published** March 2002
- ISBN** 9780853615835

A well-illustrated history of this colliery railway on the coast south of South Shields, noted for its passengers services - later part of the NCB network.

Warwickshire Lime and Cement Works Railways

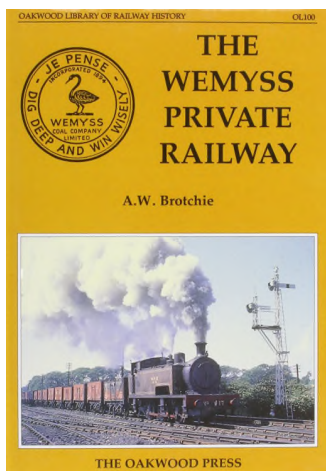
£19.95



- Author** Sydney A. Leleux
- Soft Cover** 288 pages A5
- Published** November 2014
- ISBN** 9780853617372

Illustrated with photographs and maps, discover the delights of the many industrial railway systems operating in the lime and cement works of Warwickshire in this major new work. These railways have held life-long fascination for author Sydney Leleux, indeed his earliest research into these lines started in the 1950s. The railway systems are described in a generally north-easterly direction, from Stratford-upon-Avon to Rugby, a distance of about 25 miles. The Appendices also cover Ardley Quarries, Totternhoe Lime Works & Quarries and Kensworth Quarries, all in neighbouring counties, in detail as well as Napton Brickworks. The railways were built to a variety of gauges - including 1'9", 1'11 1/2", 2'6", 3'0" and 4'8 1/2". Avonside; Aveling & Porter; Bagulay; Hudswell, Clarke; Hunslet; John Fowler; Kerr, Stuart;

Motor Rail; Manning, Wardle; Orenstein & Koppel; Ruston & Hornsby; Robert Stephenson & Hawthorns; Sentinel; Thomas Hill and Bagnall provided a rich variety of engines to work on these railways.



Author A.W. Brotchie
Hard Cover 272 pages 154mm x 219mm
Published March 1998
ISBN 9780853615279

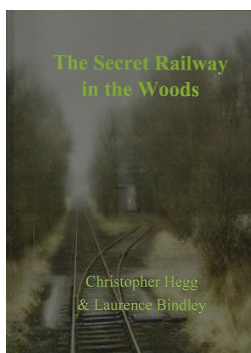
The definitive history of Fife's most extensive industrial railway. It was developed against the wishes of the NBR, which held a monopoly in Fife, by the Wemyss Estate, to carry its considerable coal traffic. Development of the collieries and ports (Methil in particular) is also covered in detail in this book. Coal formed such an important factor in the total industrial history of this part of Fife that it is impossible to tell the story without reference to the wider implications of the social changes of the area. The Wemyss Coal Company was incorporated into the National Coal Board in 1947. The railway was not absorbed, it continued to be run by the Estate - although with a management committee which included NCB representation. A chapter on the Wemyss and Buckhaven Railway, contributed by Alan Simpson, is included along with numerous maps, contemporary archive material, and many evocative photographs.

OEN Publishing

The Secret Railway in the Woods (The Bramley Military Railway)

£38.95

Members: £37.00



- **Author** Christopher Hegg & Laurence Bindley
- **Hard cover** 308 pages A4
- **Published** 2023
- **ISBN** 9781803525396

The first detailed history of an often-overlooked but extensive and important military railway in the UK. Born out of the First World War, playing a key role in the Second World War and remaining operational until 1987, little has previously been published on the Bramley Military Railway at the Central Ammunition Depot (CAD) in Bramley, Hampshire. Shrouded in official secrecy, it did not even appear on Ordnance Survey maps until after its closure. Drawing heavily on first-hand accounts and primary sources, this book explains the background to the CAD, its history and role from 1917 to the present day, railway layout and operations, locomotives and rolling stock and contains over many previously unpublished maps, plans, diagrams and photographs.

This book was reviewed in IRS Bulletin 1112 (July 2023).

Pen and Sword

BR Swindon Type 1 0-6-0 Diesel Hydraulics – Class 14: Their Life on British Railways £30.00

Members: £28.00



- **Author** Anthony P. Sayer
- **Hard cover** 192 pages 248mm x 258mm
- **Published** March 2022
- **ISBN** 9781526792372

In 1957 the Western Region of BR identified a need for four hundred Type 1 diesel locomotives for short-haul freight duties but it was 1964 before the first was introduced. General-purpose Type 1s were being delivered elsewhere but WR management regarded these as too expensive for their requirements. After completion of design work on the Western class, Swindon turned to creating a cheap no-frills Type 1. At 65% of the cost of the Bo-Bo alternative, the Swindon 0-6-0 represented a better fit for the trip-freight niche. Since 1957 the privatised road-haulage industry had decimated BR's wagon-load sector. Whilst the 1962 Transport Act released BR from its financially-debilitating public-service obligations, the damage had been done, and the 1963 Beeching Plan focused on closing unprofitable routes and associated services. By 1963 the original requirement for Type 1s had been massively reduced. Fifty-six locomotives were constructed in 1964/65. Continuing traffic losses resulted in the whole class becoming redundant by 1969. Fortuitously, a demand for high-powered diesels on the larger industrial railway systems saw the bulk of the locomotives

finding useful employment for a further twenty years. This book covers the life of these locomotives on British Railways; a companion volume provides an extensive appraisal of "Their Life in Industry" for the forty-eight locomotives which made the successful transition after withdrawal from BR.

This book was reviewed in IRS Bulletin 1087 (May 2022).

BR Swindon Type 1 0-6-0 Diesel Hydraulics – Class 14: Their Life in Industry

£30.00

Members: £28.00



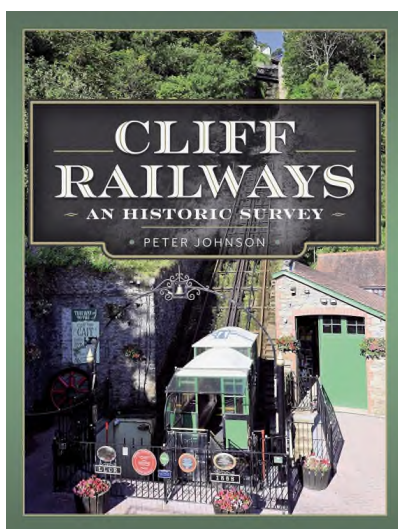
- **Author** Anthony P. Sayer
- **Hard cover** 296 pages 266mm x 254mm
- **Published** June 2022
- **ISBN** 9781399019170

This is the companion volume to "Their Life on British Railways" and covers in considerable detail the history of the forty-eight members of the class which were sold for industrial service.

This book was reviewed in IRS Bulletin 1091 (July 2022).

Cliff Railways, an Historic Survey **NEW**

£35.00



- **Author** Peter Johnson
- **Hard cover** 240 pages 226mm x 288mm
- **Published** September 2025
- **ISBN** 9781399048309

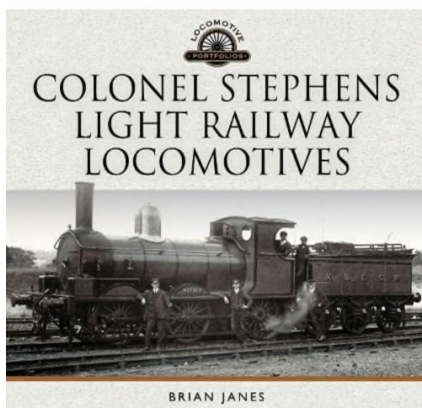
In the 19th Century there was a widespread feeling in seaside resorts with cliffs that visitor numbers would be increased if there was an easy way of reaching, and more importantly, returning from the beach, avoiding flights of stairs or long zig-zag paths. To address this issue, the first cliff railway was built at Scarborough in 1875. Since then, another twenty-nine, or thirty if the Leas lift at Folkestone, which was duplicated in 1890, is counted as two, have been built, including three at inland locations. Despite having the same function, all the cliff railways are different and have their own characteristics. Some of them still use water as a power source. The remainder use electric motors. In addition to telling the story of Britain's cliff railways, author Peter Johnson tells the story of the authorised but unbuilt cliff railways, vertical lifts and electric stairways that serve or served the same function in a few

places, and adds details of what might be called 'cliff railway derivatives,' steep-grade, rope-hauled, railways, airport automated people movers, and modern inclined lift installations that might have been built as cliff railways if they had been built a hundred years ago. To compile this new book, Peter Johnson, who has written books on Welsh and narrow gauge railways for Pen & Sword, has carried out extensive research in government files and old newspapers. Many of the illustrations have not been published previously and a few of them are very rare.

This book was reviewed in IRS Bulletin 1151 (November 2025).

Colonel Stephens Light Railways

£25.00



- **Author** Brian Janes
- **Hard cover** 176 pages 241mm x 254mm
- **Published** September 2023
- **ISBN** 9781399023436

Holman Fred Stephens (1868-1931) set himself up in the 1890s as an engineer and manager of the complete light railway as evolved by Victorian theorists to serve rural districts as yet bereft of the benefit of cheaper transport. To them, a light railway was not an assemblage of second-hand mainline equipment of dubious merit but of fit for purpose, new material. This ideal theory did not survive the near universal inability to raise sufficient capital to build and equip a light railway that would give a reasonable profit. Recourse was therefore made to the second-hand market. Stephens became a master at the art of building and running

railways with the minimum of capital. The history of the mechanical performance of his railways was also nearly always

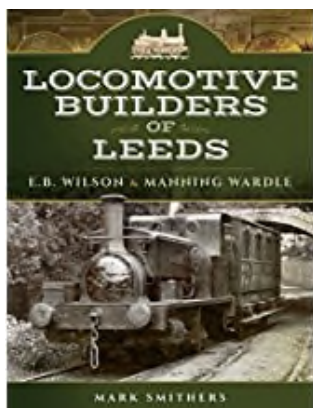
handicapped with inadequate engineering facilities. This left staff struggling, often surprisingly successfully, with a menagerie of locomotive types. Limited standardisation was practised but most often expediency ruled. This gave rise to a glorious kaleidoscope of locomotives the history of each of which is outlined. This variety was further coloured by Stephens generally regarding a locomotive name as far more important than its number.

This book was reviewed in IRS Bulletin 1117 (November 2023).

Locomotive Builders of Leeds – E B Wilson and Manning Wardle

£30.00

Members: £28.00



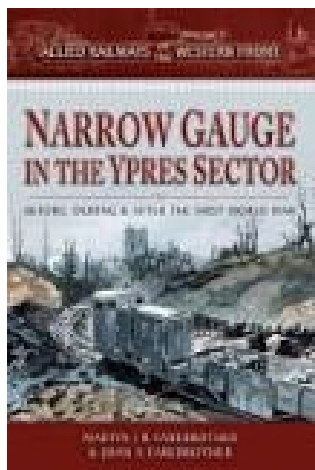
- **Author** Mark Smithers
- **Hard cover** 160 pages 248mm x 235mm
- **Published** 30 May 2015
- **ISBN** 9781783463886

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.

Narrow Gauge in the Ypres Sector – before, during and after WW1

£35.00

Members: £31.00



- **Authors** Martin Farebrother and Joan Farebrother
- **Hard cover** 232 pages A4
- **Published** March 2024
- **ISBN** 9781526788818

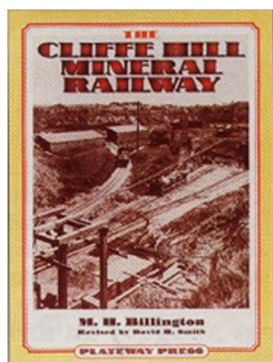
The Ypres sector of the Western Front was held predominantly by the British and Dominions Armies from 1914 to 1918. The Ypres Salient, at the centre of this sector, was one of the most intensively fought over single locations of the First World War. By the end of 1917 the sector was full of railways, dumps, camps, and other facilities. Much was lost in the German advance in April 1918, but from September 1918 the German Army was driven eastwards until the Armistice. Although Ypres and most of the forward areas are in Belgium, much of the support area is in northern France. In this book the metre gauge networks of both countries established before the First World War are examined, with their uses and extensions during the War. The build up of light (60cm gauge) railways from 1916 is also covered.....

This book was reviewed in IRS Bulletin 1126 (May 2024).

Plateway Press

Cliffe Hill Mineral Railway

£6.00

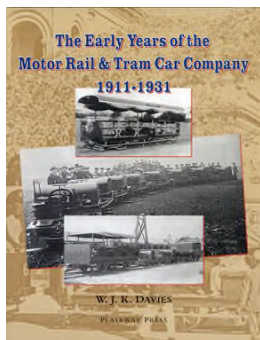


- **Author** M.H. Billington and D.H. Smith
- **Soft cover** 88 pages 235mm x 175mm
- **Published** May 1997 (2nd Edition)
- **ISBN** 9781871980233

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.

Early years of the Motor Rail Company 1911-1931

£11.00

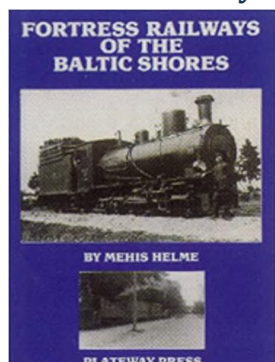


- **Author** W.J.K. Davies
- **Hard cover** 120 pages 274mm x 2105mm
- **Published** 2008
- **ISBN** 9781871980585

Well known as the manufacturers of the famous "Simplex" petrol and diesel locomotives this is the history of the first two decades of the Motor Rail Company from its inception in 1911 up to the change of name to Motor Rail Ltd in 1931. During this period the production of tramcars was almost as important as petrol locomotives. The book ends at the point where diesel locomotive production had begun and is complete with many illustrations and scale drawings. The book ends at the point where diesel locomotive production had begun and is complete with many illustrations and scale drawings.

Fortress Railways of the Baltic Shore

£4.95

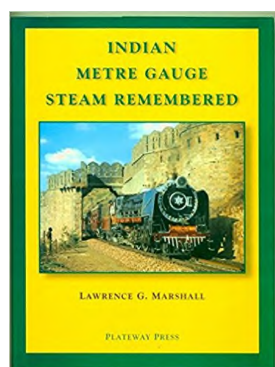


- Author** Mehis Helme (Edited by Keith Taylorson)
- Soft Cover** 80 pages
- Published** April 1994
- ISBN** 9781871980202

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

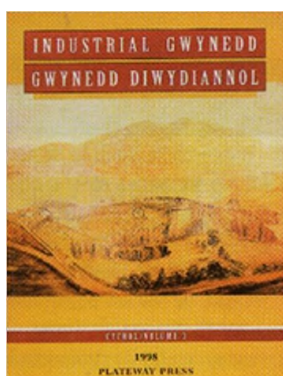


- **Author** Lawrence G. Marshall
- **Hard cover** 178 pages
- **Published** 2005
- **ISBN** 9781871980547

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.

Industrial Gwynedd Volume 3

£3.00

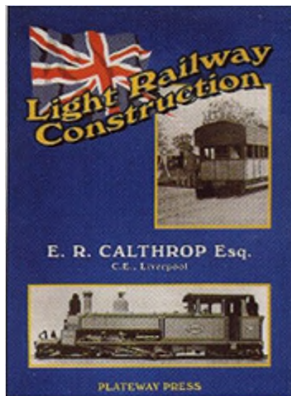


- **Author** Gwynedd Archaeological Trust
- **Soft cover** 52 pages A4
- **Published** July 1999
- **ISBN** 9781871980424

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.

Light Railway Construction

£3.50

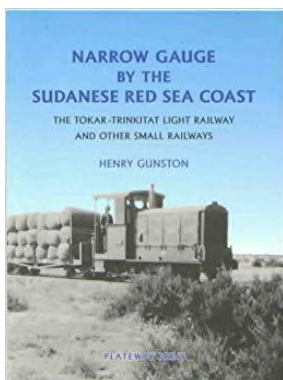


- **Author** E.R.Calthrop
- **Soft cover** 34 pages
- **Published** 1897 (Reprinted 1997)
- **ISBN** 9781871980332

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.

Narrow Gauge by the Sudanese Red Sea Coast

£5.95

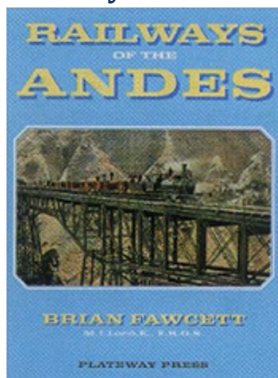


- **Author** Henry Gunston
- **Soft cover** 80 pages
- **Published** 2001
- **ISBN** 9781871980462

This book charts the history of, in particular, two railways from Trinkitat, the first an 18in gauge line which ran to water wells at El Tib, built in 1896 under Egyptian military supervision, later abandoned and the Tokar-Trinkitat Light Railway, a 600mm gauge line primarily used for the export of the cotton crop from Tokar, built in 1921/22 by contractors, using ex-War Department Light Railways rolling stock and Simplex locomotives, effectively absorbed by Sudan Railways in 1933 and closed in 1952. 30 b/w illustrations, 5 maps.

Railways of the Andes

£15.95

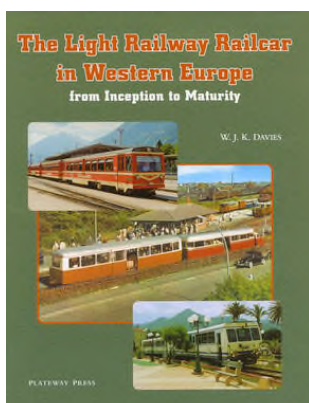


- **Author** Brian Fawcett
- **Hard cover** 224 pages 246mm x 180mm
- **Published** January 1998 (2nd Edition)
- **ISBN** 9781871980318

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.

The Light Railway Railcar in Western Europe

£20.00



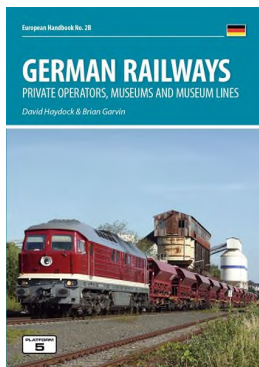
- **Author** W.J.K. Davies
- **Hard cover** 336 pages
- **Published** December 2005
- **ISBN** 9781871980523

Starting with a general survey this book goes on to a more detailed study of all the main types of railcar however powered including 4 wheel, bogie and multiple unit types. No less than 180 different examples from fourteen different countries are covered and the authoritative text is complemented by many photographs, in colour and black and white, and scale drawings.

Platform 5 Publishing

German Railways, Private Operators, Museums and Museum Lines

£32.95



- **Author** David Haydock & Brian Garvin
- **Soft cover** 352 pages A5; 70+ colour photographs
- **Published** 2022 (revised edition)
- **ISBN** 9781909431799

A fully revised, updated and expanded guide to the rolling stock of private train operators in Germany. Much has happened in the seven years since the last edition of this book was published and the format of the book has been revised to reflect the changing scene in Germany and to make the book easier to use.

The advent of open-access operators has led to a more interesting railway scene. New passenger operators now provide many local services over specific routes and networks. In contrast a multitude of new freight operators can be seen all over the German railway network and beyond, using a broad cross-section of modern and heritage locomotives. This new edition contains:

- Profiles of over 320 private train operating companies and 50 leasing companies with operating license details.
- Detailed fleet lists including European Vehicle Numbers (EVN) and running numbers for every locomotive/multiple unit.
- An explanation of the European Vehicle Numbering scheme.
- Updated colour maps of the German railway network.
- Details of over 240 railway museums and museum lines with operating information, fleet summaries and web addresses.
- Detailed lists of preserved locomotives & multiple units of German private railways.

The fleet lists are divided into sections covering each of the following categories of rolling stock currently in the hands of private operators on the railways of Germany:

- Steam Locomotives (including standard and narrow gauge)
- Hybrid Locomotives
- Electric Locomotives
- Diesel Locomotives
- Electric Multiple Units
- Bi-Mode and Hybrid Multiple Units
- Diesel Multiple Units
- Narrow Gauge Railcars
- Narrow Gauge Diesel Locomotives
- Preserved Locomotives & Multiple Units of Private Railways

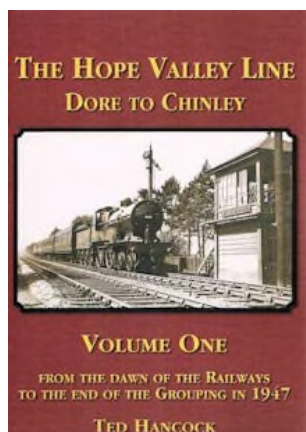
The book also includes a substantial appendix of Vehicle Keeper Markings and abbreviations, and a further appendix of locomotive and rolling stock builders.

Pynot Publishing

The Hope Valley Line Dore to Chinley Volume 1

£27.00

Members £25.00



- **Author** Ted Hancock
- **Hard Cover** 304 pages
- **Published** June 2019
- **ISBN** 9780956270696

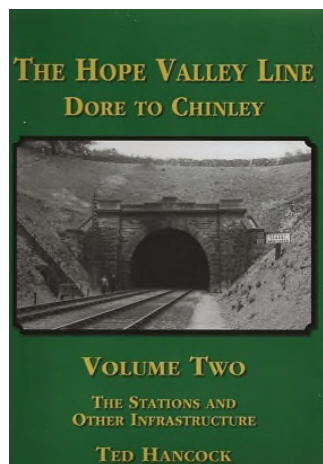
The first in a series of two volumes covering the canals and all the projected lines that were never built, how the connecting lines reached Dore & Totley and Chinley, the epic building of the line and its operation to the end of the Grouping on 31 December 1947..

The Hope Valley Line Dore to Chinley Volume 2

NEW

£35.00

Members £33.00



- **Author** Ted Hancock
- **Hard Cover** 360 pages
- **Published** September 2025
- **ISBN**

Ted Hancock's family are pleased to announce that the definitive volume has finally been completed. Volume 2 covers the tunnels, stations and bridges, the Infrastructure of the line as far as Gowhole and includes the widening of the lines from Sheffield to Dore and Chinley North Junction to New Mills South Junction.

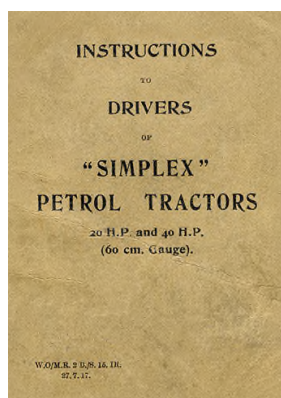
Also included are the railways built for the Derwent, Howden and later Ladybower Reservoirs and the branch to the Hope Valley Cement Works of G.&T.Earle which opened in 1929.

..

RCL Publications

Instructions to Drivers of Simplex Petrol Tractors

£3.80



- **Author** Motor Rail
- **Soft cover** 18 pages 103mm x 145mm
- **Published** 2015 (Reprint)
- **ISBN** 9780956515766

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.

Very few copies of this booklet still exist and this particular example has additional interest, as it was the property of 'Sapper G E Poole' ROTD, Longmoor. Sapper Poole added many pencilled notes and these have been reproduced at the back of the book, providing much in the way of additional information.

Runpast Publishing

Ironstone Quarries of the Midlands

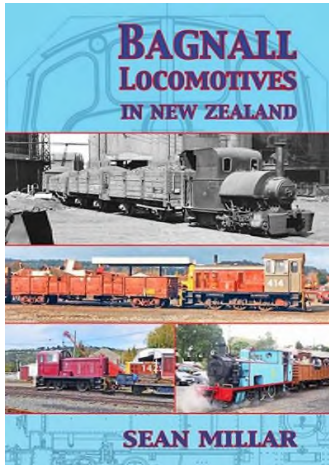
More volumes in this authoritative work by Eric Tonks are currently available as a reprint in soft back format (see [Booklaw Publications](#)). However, some volumes are still available in the original hard cover edition from this publisher:

Part 6	Corby	£19.95
Part 8	South Lincolnshire	£8.00
Part 9	Leicestershire	£18.95

Sean Miller Publishing (New Zealand)

Bagnall Locomotives in New Zealand

£14.00

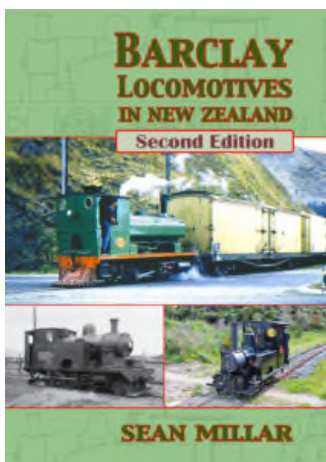


- **Author** Sean Millar
- **Soft Cover** 68 pages A4
- **Published** 2002
- **ISBN** 9780908726301

A comprehensively-illustrated history of the ten steam and twenty diesel locomotives supplied to NZR and private owners by W G Bagnall Ltd, between 1882 and 1958. Contains 145 widely-sourced illustrations, 59 in colour and 86 in black & white.

Barclay Locomotives in New Zealand (Second Edition)

£13.00



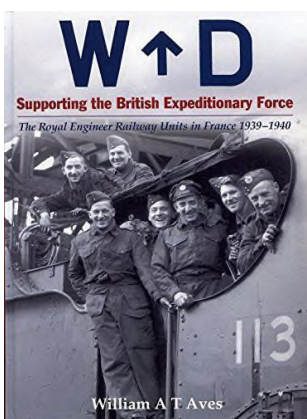
- **Author** Sean Millar
- **Soft cover** 56 pages A4
- **Published** March 2021 (2nd edition)
- **ISBN** 9781927329283

A comprehensively-illustrated and fascinating history of the 35 industrial steam locomotives (or 36 if you count the later split Duplex No. 1130 as two locomotives), supplied to New Zealand by Scottish builder Andrew Barclay Sons & Co Ltd, between 1878 and 1947.

Shaun Tyas

WD - Supporting the British Expeditionary Force 1939-40

£19.95



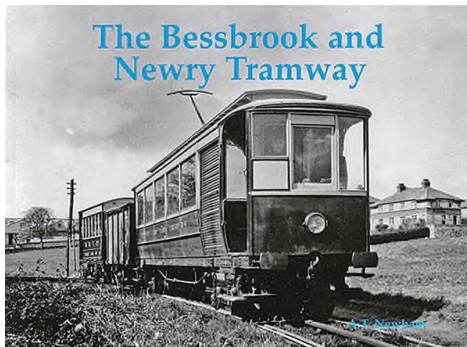
- **Author** William A.T. Aves
- **Soft cover** 96 pages
- **Published** July 2012
- **ISBN** 9781907730160

The book is a well-illustrated study of the use of railways to support the British Expeditionary Force during the early months of the Second World War, the period before the Dunkirk evacuation. The book is a successor to the author's study of the use of railways during the First World War and is by one of the leading railway historians of our time. The trains of the War Department carried the famous 'WD' logo reproduced on the cover. The book not only provides the first detailed account of the use of these locomotives during the campaign but also chronicles the fate of the engines during the remainder of the war and their eventual return to Britain, so an essential gap-filler for all those interested in railway history and historians of the logistics of the Second World War.

(Other titles available on request)

The Bessbrook and Newry Tramway

£10.00



- **Author** A.T. Newham
- **Soft cover** 48 pages 241mm x 174mm
- **Published** September 2020 (new edition)
- **ISBN** 9780953032600

The Bessbrook & Newry Tramway was a narrow gauge tramway line that carried passengers and freight between Bessbrook and Newry in County Down, Northern Ireland between 1885 and 1948. The line was the second Irish narrow gauge line to employ hydro-electric power. This volume is an illustrated history of the line, which was built principally to transport coal and flax from the Newry quays to the Bessbrook Spinning Mills, and finished goods

in the reverse direction. Mill workers were also carried over the line. It contains information about the background to construction and opening, equipment employed, a description of the line, operating procedures, mishaps, rolling stock, tickets and the events leading to closure. B&W illustrations, plus four maps and gradient profiles (this book is a redesigned edition in landscape format, of a work first published by Oakwood Press in 1979).

Ireland's Largest Industrial Railway – The Guinness System

£10.00



- **Author** Hugh Oram
- **Soft cover** 48 pages 241mm x 174mm
- **Published** October 2017
- **ISBN** 9781840337907

The Guinness brewery in Dublin expanded rapidly in the 1870s as the world couldn't get enough of its ruby red gold (it might look black but that's an illusion). Horses and carts hauled hops, malt and casks around the site until 1873 when construction of a narrow gauge railway (tramway) began. This delightful little factory system operated for 100 years, ceasing work in 1975. Hugh Oram's book is full of photos of (mainly) this and the day to day workings of the brewery. As well as the internal tramway, there was also a

broad gauge link to Kingsbridge Station which closed in 1965 and that is also featured.

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:



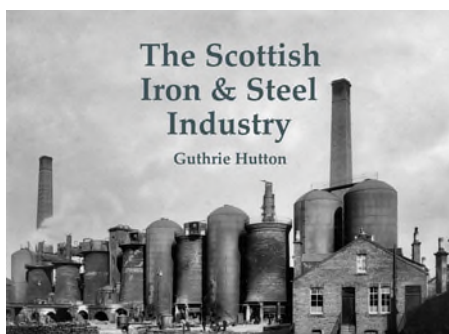
Lothians

£10.00

Published July 2015, ISBN 9781840337150.

The Scottish Iron and Steel Industry

£11.95



- **Author** Guthrie Hutton
- **Soft cover** 48 pages 241mm x 174mm landscape
- **Published** October 2021
- **ISBN** 9781840339086

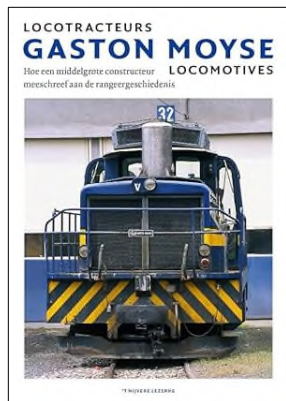
It all began in the Iron Age of course, but the Industrial Revolution started with a vengeance in Scotland with the first blast from the great Carron Iron Works in 1760. By the 1830s iron works had proliferated across the Monklands and the 'garden of Scotland' had been turned into a hell on earth. Wealthy iron masters eventually found themselves overtaken by the steel industry in the 1870s which

worked flat out through two world wars but in the 1950s had to restructure and face the new political and economic reality. The great Ravenscraig works opened in 1957 but had to close in 1992. Some steel working continued into the current century at Clydebridge and Dalzell, but facing intense competition in a globalised world. This rise and fall over 250 years is told in this illustrated history by Scottish canals, mining and heavy industry expert Guthrie Hutton, providing long and informative captions to accompany the period photographs.

Stenvalls

Locotracteurs Gaston Moysse Locomotives **NEW**

£Enquire



- **Author** Marcel Vleugels (and five others)
- **Hard cover** 280 pages 171mm x 242mm
- **Published** October 2025
- **ISBN** 9789073280182

Using descriptions, anecdotes, figures, and images, the publication weaves its way through the eventful history of the French independent locomotive builder Moysse (1921-1983). The story begins much earlier, with the First World War, and continues to follow developments in the turbulent shunting market to this day.

The design and fortunes of the many Moysse designs are compared to those of key competitors, particularly in England and Germany. It also serves as a reference work for the numerous French shunting locomotive types with internal combustion engines, not just those of the SNCF. It features the antecedents of more than 2,000 Moysse locomotives, and of their

many hundreds of users, including those in the Benelux, Switzerland, and the United Kingdom.

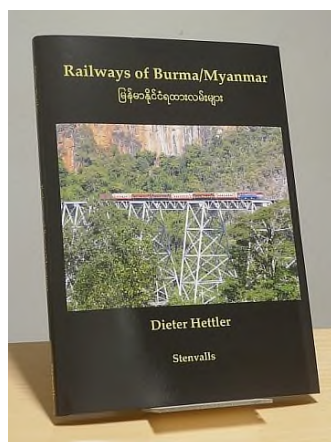
Parallel developments in global markets are highlighted, showing how good management and clever marketing can improve a competitive position. The book also provides answers to technical questions such as: "When is it better to shunt with diesel-electric and when is it best to use diesel-hydraulic? Or would diesel-mechanical be better after all?" "How many Moyses ran on wood gas, and why?" Dutch language.

De uitgave baant zich met beschrijvingen, anekdotes, cijfers en beelden een weg door de bewogen geschiedenis van de Franse zelscheppende locomotiefbouwer Moysse (1921-1983). Het verhaal begint al veel eerder bij de Eerste Wereldoorlog en blijft de ontwikkelingen op de roerige rangeermarkt volgen tot op de dag van vandaag. De opzet en lotgevallen van de vele Moysse categorieën worden gespiegeld aan die van belangrijke concurrenten. Met name in Engeland en Duitsland. Daarnaast is het een naslagwerk voor de talrijke Franse rangeerloc typen met verbrandingsmotor en niet alleen bij SNCF. Doorspekt met de antecedenten van meer dan 2000 Moysse locomotieven. En van hun vele honderden gebruikers inclusief die in de Benelux, Zwitserland en in het Verenigd Koninkrijk.

Overall is er aandacht voor parallele ontwikkelingen op de wereldmarkten. Dit verscherpt inzicht in hoe goed management en spitsvondige marketing een concurrentiepositie kunnen verbeteren. De nieuwe uitgave levert verder antwoorden op technische vragen als 'wanneer rangeer je beter dieselektrisch en wanneer het beste dieselhydraulisch? Of toch niet liever dieselmechanisch?' 'Hoeveel Moyses reden er waarom dan op houtgas?'

Railways of Burma/Myanmar

£32.00



- **Author** Dieter Hettler
- **Hard cover** 176 pages
- **Published** October 2024

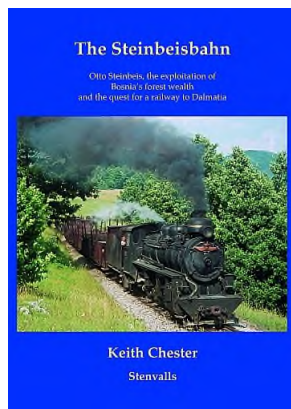
Soon after establishing their rule over Lower Burma, the British built two railways from the port at Rangoon to near the border with the Kingdom of Burma to extract the country's resources. The metre gauge line to Prome was opened in 1877, the one to Toungoo in 1885. The Kingdom of Burma was conquered that same year and rails reached Mandalay four years later. The system expanded further, with lines spreading across fertile plains and into hilly areas requiring considerable engineering. Burma's railways were well developed when the Japanese invaded in 1942; three years later they lay in ruins. In 1948 Burma became independent but rehabilitation was slow. In 1988, a new socialist military government seized power and renamed the country Myanmar. It also embarked on a large scale expansion of the railway system.

For the first time, this book outlines the history of the railways of the country with details of the individual lines. It describes the varied motive power, both steam and diesel, and many aspects of permanent way and operation. The famous two-foot gauge Burma Mines railway and the Yangon circular railway receive special attention. The book is illustrated with a wealth of photographs and maps. It is a tribute to a country of great charm.

The Steinbeisbahn

NEW

£45.00

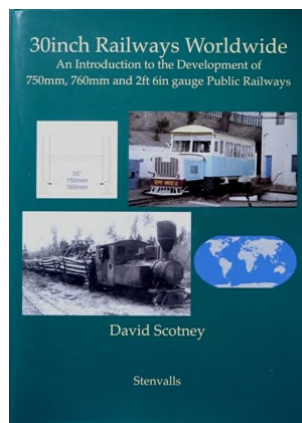


- **Author** Keith Chester
- **Hard cover** 424 pages
- **Published** December 2025

The 760mm gauge Steinbeisbahn was the largest system of forestry railways under a single management in Europe and also a full-blown narrow gauge railway offering Austria's sole rail connection with its crownland Dalmatia. To cope with the heavy loads over steep grades, it operated a fascinating range of Mallet and conventional locomotives. This book explains the difficulties in establishing the system, the impact of the Great War and the ultimate decline. It also traces the development of forestry railways in Central Europe, particularly in Bosnia, which had the greatest number. Some 500 photographs, drawings and specially prepared maps.

30 inch Railways Worldwide

£45.00



- **Author** David Scotney
- **Hard cover** 430 pages
- **Published** 2013
- **ISBN** 9789172661844

Details all known 2'6" (and similar metric) narrow gauge railways throughout the world with many photos and drawings.

Sutton Verlag

Feldbahnen an Mosel und Saar

£20.00



- **Authors** Joachim Gilles and Karl-Josef Gilles
- **Soft cover** 186 pages 173 x 244mm
- **Published** January 2016
- **ISBN** 9783897028173

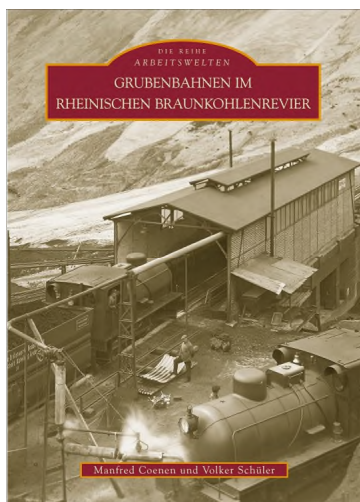
Field railways were of great importance for the regional economy on the Moselle and Saar and their development between the 1880s and 1959. Particularly noteworthy here is the area of viticulture, because nowhere else were there as many vineyard routes as in this region. In this work the authors document the daily use of these railways over decades, with mostly unpublished photographs and illustrations. They span a range from state and private vineyard railways to the Lonng clay mine railway, to railways in ore and slate mining in the Mosel-Saar region. The period of the Second World War is also covered. The Heeresfeldbahn, which ran through the Tawerner Valley, is described in a book for the first time. The authors round off the book with a look at the present day situation.

The book is not only interesting for narrow-gauge and field railway enthusiasts but also for anyone who is interested in the Moselle and Saar regions. German text.

Für die regionale Wirtschaft an Mosel und Saar und deren Entwicklung hatten Feldbahnen zwischen 1880er- und 1959er-Jahren eine große Bedeutung. Besonders hervorzuheben ist hier der Bereich des Weinbaus, denn nirgends sonst wo gab es so viele Weinbergstrecken wie in dieser Region. Die beiden Autoren Karl-Josef und Joachim Gilles dokumentieren im vorliegenden Werk mit zumeist unveröffentlichten Aufnahmen und Illustrationen eindrucksvoll den täglichen, über Jahrzehnte reichenden Einsatz dieser Bahnen. Dabei spannen sie einen Bogen von staatlichen und privaten Weinbergbahnen über die Werkbahn der Tongrube Lonng bis hin zu Bahnen im Erz- und Schieferbergbau der Mosel-Saar-Region. Auch die Zeit des Zweiten Weltkriegs wird hier dokumentiert. Erstmals wird in einem Buch die Heeresfeldbahn, welche durch das Tawerner Tal führte, beschrieben. Die Verfasser runden das Buch mit einem Blick in die Gegenwart und lassen so die geschichtliche Rundreise enden. Das Buch ist nicht nur für Technikfans, Schmalspur- und Feldbahn-Liebhaber interessant, sondern auch für alle, welche sich für die Mosel- und Saarregion interessieren.

Grubenbahnen im Rheinischen Braunkohlenrevier

£20.00



- **Authors** Manfred Coenen and Volker Schüler
- **Soft cover** 136 pages 156 x 235mm
- **Published** January 2016
- **ISBN** 9783897028173

Lignite has been mined in the Rhineland for over 125 years. Steam power in its various forms, particularly locomotives, was essential in its development. Some 200 photographs illustrate the many aspects of rail traction for this industry, as well as drivers and fireman, track maintenance and workshop staff. German text.

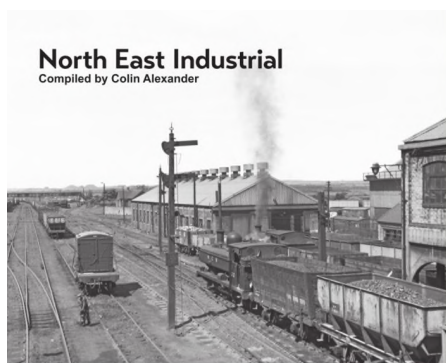
Die Braunkohlenindustrie im Rheinland ist über 125 Jahre alt. In ihrer Entwicklung spielten Dampfmaschinen, Lokomobile und besonders Lokomotiven eine ganz entscheidende Rolle. Rund 200 faszinierende Fotografien dokumentieren den vielseitigen Einsatz der Eisenbahn. Dazu gehören auch Einblicke in die Arbeitswelt der Lokführer und Heizer, der Gleis-Rotten und der Facharbeiter in den Werkstätten..Historische Fotos der Grubenbahnen

Totem

North East Industrial

£13.50

Members: £12.00



- **Compiled by** Colin Alexander
- **Hard cover** 80 pages
- **Published** May 2024
- **ISBN** 9781913893477

A journey through the industrial heartlands of Northeast England with the photographs of Neville Stead. From the smoky landscapes of Northumberland, the bustling quaysides of Tyneside, County Durham, and as far as Teesside, this volume presents an evocative exploration of Britain's railways at their zenith. Through meticulously curated images spanning from the 1930s to the mid-1980s, witness the enduring legacy of traditional industries etched into the rugged terrain. Each photograph unveils a rich tapestry of industrial heritage, from gaunt colliery headstocks to bustling shipyard.

Peter Gray's Travels Volume 1: Austria Standard Gauge **NEW**

£17.50

Members: £16.00

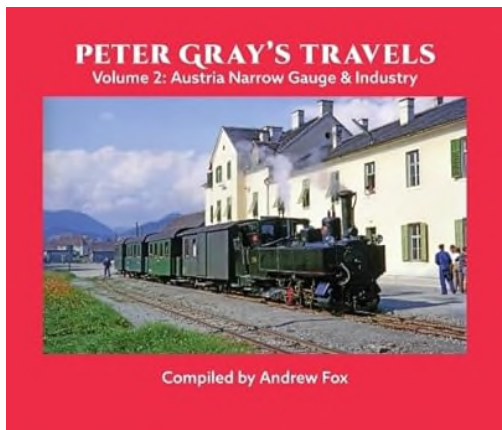


- **Compiled by** Andrew Fox
- **Hard cover** 96 pages
- **Published** March 2025
- **ISBN** 9781913893590

The first of two volumes which Andrew Fox has put together from the fascinating collection of images taken by the late Peter Gray between the late 1950s and the early 1970s.

At this time a wide variety of steam traction was still in use in Austria, ranging from veteran loco classes over 50 years old to modern ex-Deutsche Reichsbahn wartime locos. During the years that followed, the effects of rationalisation and modernisation would transform the country's railways beyond all recognition.

This volume covers standard gauge lines operated by ÖBB, GKB and StLB. Following the introduction, the book is divided into chapters covering different regions of Austria. The last three chapters cover the Erzbergbahn, the Graz-Köflacher Bahn and the Steiermärkische Landesbahnen. The majority of the images are presented in two-per-page format and are accompanied by detailed captions.



- **Compiled by** Andrew Fox
- **Hard cover** 96 pages
- **Published** March 2025
- **ISBN** 9781913893583

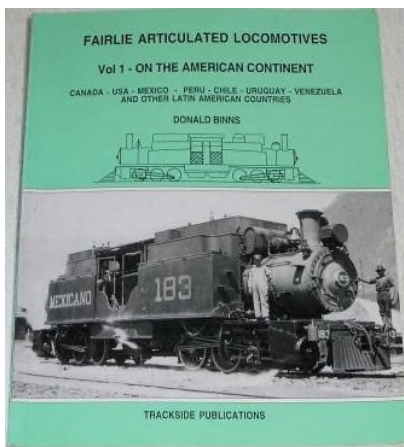
Volume 2 contains a fascinating collection of images showing Austria's narrow gauge and industrial railways between the late 1950s and the early 1970s, the last few years before the end of steam traction and closure of many such lines. The photographs were all taken by the late Peter Gray over a number of visits he made to Austria, including one in September 1963 with the Railway Correspondence & Travel Society.

After the introduction the first chapter looks at the ÖBB 760 mm gauge lines, such as the Pinzgauer Lokalbahn, the Gurktalbahn and the Steyrtalbahnhof. Other chapters cover the ÖBB rack lines, the Steiermärkische Landesbahnen, independent lines such as the Zillertalbahnhof, and industrial lines including both standard and narrow gauge networks. Images are mainly presented in two-per-page format and are accompanied by detailed captions.

Trackside

Fairlie Articulated Locomotives Volume 1 (The American Continent)

£14.95

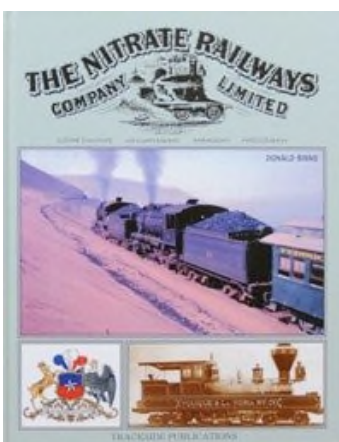


- **Authors** Donald Binns
- **Soft cover** 96 pages
- **Published** 2002
- **ISBN** 9781900095167

A detailed account of the 'Fairlie' type articulated steam loco in North & South America.

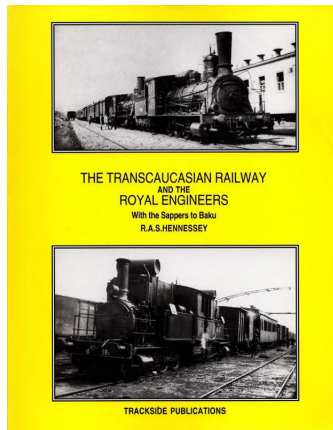
The Nitrate Railways Company Limited

£26.95



- **Authors** Donald Binns
- **Hard cover** 100 pages
- **Published** 2007
- **ISBN** 9781900095358

A detailed account of the 'Fairlie' type articulated steam loco in North & South America.



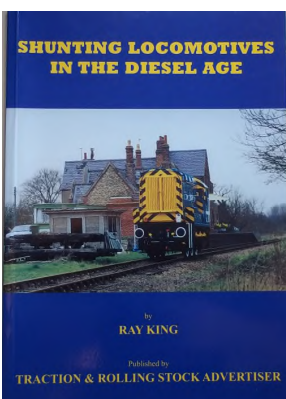
- **Authors** R.A.S Hennessey
- **Soft cover** 72 pages
- **Published** 2004
- **ISBN** 9781900095228

History of this British owned railway system in Northern Chile and its locomotives.

Traction and Rolling Stock Advertiser

Shunting Locomotives in the Diesel Age

£14.00



- **Author** Ray King
- **Soft Cover**
- **Published** 2010
- **ISBN** 9780955454363

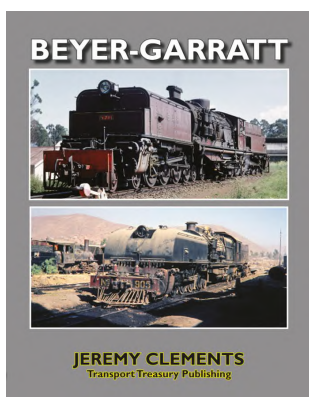
This book covers the various classes of shunting locomotives in operation in the British mainland from the mid-1960s to the mid-2000s. British Rail types predominate (classes 03, 06, 08, and 09) but there is also an interesting sprinkling of Hunslet, Sentinel, GEC and other types on show. Although the book is about diesel traction, there are some shots of a fireless steam locomotive operating in West Thurrock in 1977. There is a very good coverage of the UK, with the majority of the photographs taken by the author himself. Each photograph is accompanied by clear and informative text and the picture quality of most images is excellent - there is a small selection of colour plates in the middle of the book.

Transport Treasury

Beyer-Garratt

£50.00

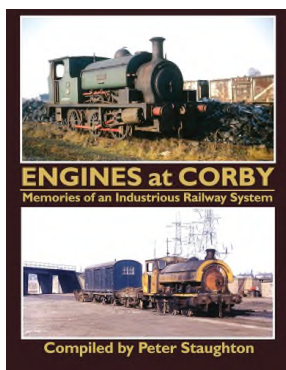
Members: £47.00



- **Authors** Jeremy Clements
- **Hard cover** 352 pages
- **Published** October 2023
- **ISBN** 9781913281052

From the 1830s onward, there were hundreds of attempts to design articulated steam locomotives of which only a tiny percentage achieved commercial viability. The Garratt, a British invention, was born of engineer Herbert Garratt's extensive experience with overseas railways that operated in difficult terrain and under challenging circumstances. Adoption by Beyer Peacock & Co Ltd, the highly regarded locomotive builder of Gorton Foundry, Manchester led to the type's 1909 inauguration in Tasmania. By the First World War, thirty-one examples had been delivered or were under construction. This diverse group embraced seven wheel arrangements and five gauges from 2' 0" to 5' 3", with designs ranging from miniscule tramway engines to 8-cylinder high speed double-Atlantics – cogent evidence of adaptability and competence. The 1920s saw progressive size increases culminating in eight-coupled giants that handled vast tonnages on five continents. With expiry of the original patent and product re-styling as the "Beyer-Garratt", Gorton Foundry fought off challenges to its market leadership and during World War 2 played a pivotal role in military rail transportation. Post-war, the type accounted for the majority of Beyer Peacock's steam production. Although production had ceased by the late 1950s, Beyer-Garratts continued to render sterling service in numerous countries. A century after introduction, there were still isolated examples at work in normal service. This is a story of courage, creativity, superb engineering, and adventure in the cause of mankind's most romantic form of transport.

This book was reviewed in Bulletin 1135 (January 2025)



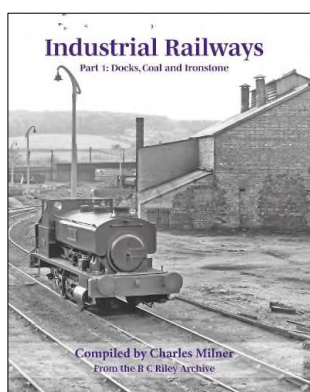
- **Compiler** Peter Staughton
- **Soft cover** 80 pages
- **Published** February 2024
- **ISBN** 9781915281098

In the 1930's the small village of Corby in Northamptonshire was transformed into a sizable town, this was due to Stewarts and Lloyds Ltd, a firm which produced tubes as an end product, enlarging their existing ironworks into an integrated plant. Ultimately a complex railway system was created, both to deliver iron ore from the adjacent quarries and to facilitate production in the iron, steel and tube works. Until the late 1960s an extensive fleet of industrial steam locomotives was the lifeblood of the system. The book describes the types of engines in use, the varied comings and goings of the fleet, the surroundings they worked in and some of the duties that they undertook during the 1960s. Three colour maps are used to help the reader to visualize the goings-on.

Industrial Railways Parts 1 & 2 **NEW**

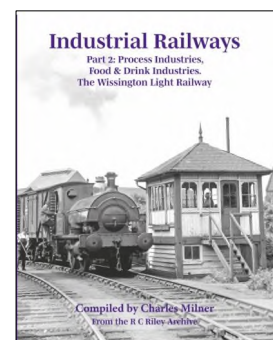
£17.95 each, £35.00 the pair

Members: £35.00 each, £32.00 the pair



- **Compiler** Charles Milner
- **Soft cover** 120 pages 280mmx220mm
- **Published** June 2025
- **ISBN** 9781915281074 & 9781915281081

Industrial Railways' offers a glimpse into Britain's industrial railways of the 1950s and 1960s through the lens of RC Riley. Known for his meticulous composition and attention to detail, Riley's black-and-white photographs capture the essence of a bygone era.

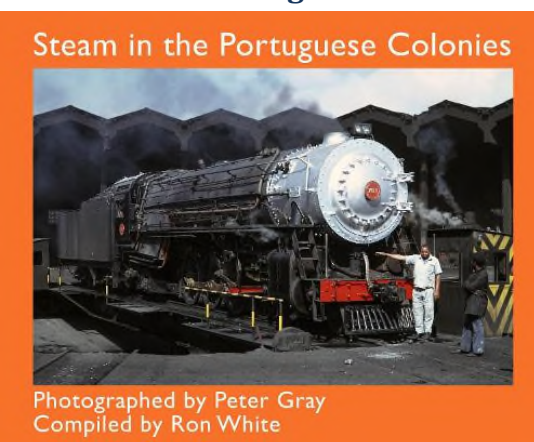


Arranged by type of system, these two volumes allow readers to compare different practices and designs across various industrial settings. Part One covers Docks, Coal and Ironstone and Part Two Process Industries, Food & Drink Industries, Wissington Light Railway. The photographs capture the intricate details of these now long-forgotten railways, offering a rare look at the infrastructure that once powered Britain's industries. Many of these images have never been published before, making this collection a valuable resource for enthusiasts and historians alike.

These books were reviewed in Bulletin 1146 (July 2025)

Steam in the Portuguese Colonies

£16.95



- **Authors** Peter Gray and Ron White
- **Hard cover** 80 pages 240mm x 185mm
- **Published** November 2021
- **ISBN** 9781913893132

When steam finished on British Railways there were some photographers who simply put away their cameras, but looking beyond these shores to where steam still flourished others recognised places still worth visiting. One of these was Mozambique and one of those photographers, Peter Gray. Now Peter's colour views from visits made to Mozambique and Angola, at the time both Portuguese colonies, may be seen for the first time. Witness then relics of a bygone age running alongside massive Beyer Garratts, together with the odd interloper as non-steam traction attempts to make an impression. The whole is lovingly

captioned by Ron White, he a fan of railways and steam especially worldwide and who brings to the text his inimitable charm.

Caradon & Looe - The Canal, Railways & Mines

£16.00

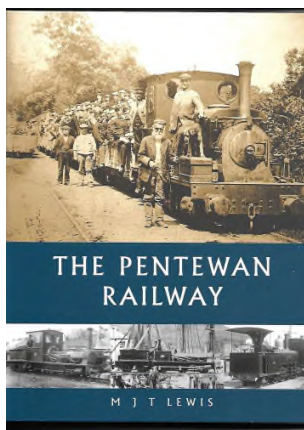


- **Author** Michael Messenger
- **Soft cover** 168 pages
- **Published** July 2015 (3rd Edition)
- **ISBN** 9780906294826

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.

The Pentewan Railway

£25.00



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

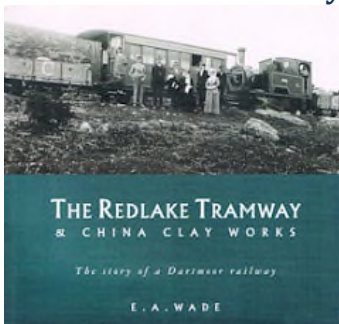
Little known in Cornwall and still less famed, the Pentewan Railway had an unremarkable life, yet its history is still fascinating. Opened in 1829 as a horse-drawn tramway for carrying china clay, it was rebuilt as a narrow-gauge steam railway in 1873 by the internationally famous engineer, John Barraclough 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 Streamworks.

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.

The Redlake Tramway & China Clay Works -

£5.00

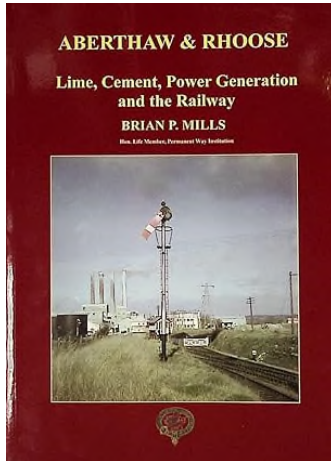


- **Author** E.A. Wade
- **Soft cover** 84 pages
- **Published** 2004
- **ISBN** 9780906294086

The china clay deposits of Dartmoor brought wealth for some and failure for others. Despite long and hard attempts the Redlake deposits eventually fell in the latter category but should be remembered for the boldness of the attempt to introduce industry into the heart of Dartmoor. This is the tale of these attempts, not just from the business perspective, but with real contributions from the workers themselves, for their voices were

often the only archive. With accounts of day to day life at the hostel deep in the moor, this is a very human story.

It was the tramway that was built to make the work possible that first attracted the author and he gives a good account of all aspects of the railway. Richard Hansford Worth engineered the six mile long, three foot gauge line which lasted the same period as the industry it served, twenty years from 1911 to 1931. An account is also given of the much earlier Zeal Tor Tramway. Both railway routes now form popular footpaths into the moor.



- **Author** Brian P. Mills
- **Soft Cover** 104 pages
- **Published** July 2023
- **ISBN** 9781739613914

The area between Penarth and Aberthaw has excellent limestone and as a result there have been quarries in the area for over two centuries. This led to the creation of major Cement Works at Rhoose and Aberthaw. The second half of the 20th century saw Aberthaw chosen as the site for two power stations, now both closed. These industries all relied heavily on the local railway network. The author worked locally in the industry for many years and gained an intimate knowledge of its operations. In addition he has taken close interest in the railways of the area: the Taff Vale Railway branch from Bridgend to Aberthaw and the Vale of Glamorgan line.

In this book Brian brings together these aspects and explores the histories of the various quarries, the lime and cement production at the various site, the power stations – including those operated by the cement works, and the associated railway systems. The local industries made extensive use of railways both narrow and standard gauge and the book describes these internal operations, with listings of the locomotives known to have been used. The main line railway system was extensively used for delivery of cement, and many of the major contracts are recorded. Coal delivery to the cement works and the power stations is also covered, from 16 ton mineral wagons to modern bogie vehicles. Also recorded are the many changes to the railway infrastructure over the years. All these aspects of the history of the area are extensively illustrated, mostly in colour.

VIDEOS

The Ken Plant Archive

Videos filmed by Ken on his 8mm cine camera, now digitised and available as downloads from the E-Shop or, for the longer ones, also on DVD.



East Germany July 1967 (Download £15, DVD £20)

DR standard gauge locomotives on shed, Görlitz works narrow gauge, narrow gauge on the Spreewaldbahn, Rügen and others, street scenes with and without trams etc. Two volumes, run time over an hour, also available on DVD.

France in 1967 **NEW** (Download £10)



Twenty-five minutes of high quality 8mm cine of a private visit to France in 1967 with SNCF shed visits and many industrial locations including collieries, trams and scenic.

Locations include Terte, Verdun, Belfort, Gray, Eurville-Bienville, Robert-Espagne, Nogent-Sur-Marne, Joncherolles SNCF, plus a lot of other SNCF sites.

Flying Scotsman Visits Scarborough **NEW** (Free)



Eight minutes of high quality 8mm cine of A3 No.4472 Flying Scotsman on a Warwickshire Railway Society trip from Doncaster to Scarborough and return in April 1968.

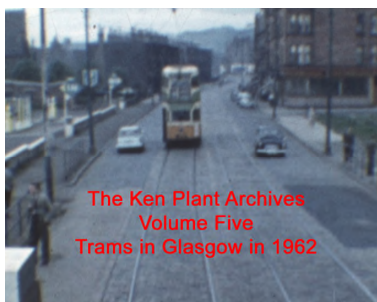
A **FREE** download from the Industrial Railway Society

Steam in South Wales 1962 [\(Download £5\)](#)



Filmed in April 1962: P 2147 at Uskmouth Power Station; HC 1401, DOROTHY (GWR 795, BE 301) and AB 2225 at Richard Thomas & Baldwins Ltd, Pontardawe; FURNACE (P 1539) at RTB, Elba Works, Gowerton; JOAN (P 1072), CHARLES (P 2023), EVELINE (P 1709) and ALISON (P 2139) at Llanelly Steel Co Ltd; ex-GWR mainline locos at Brecon, including 2218 departing towards Newport; plus, as a bonus, P 1666 at J.C. Staton & Co Ltd, Tutbury and HE 3656 and No.1 (AE 1723) at John Baker & Bessemer Ltd, Kilnhurst. Run time about 8 minutes.

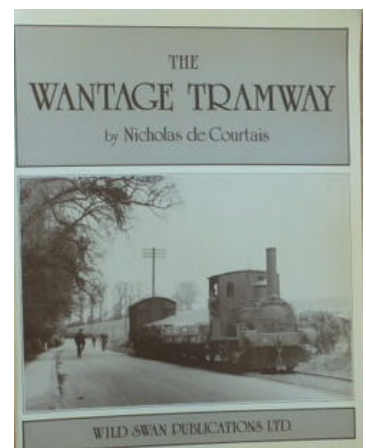
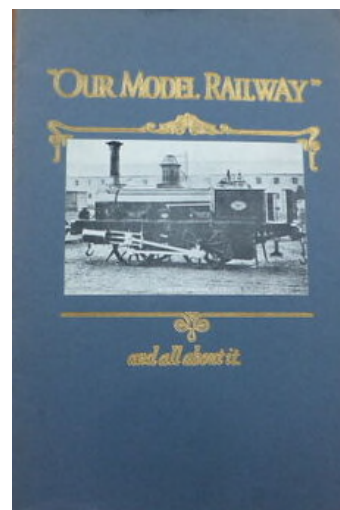
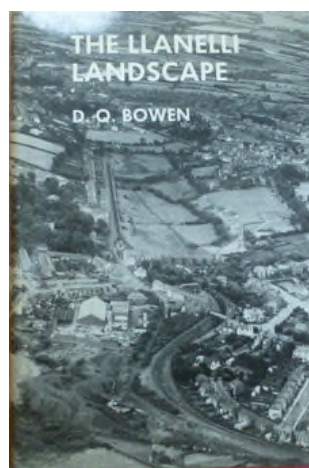
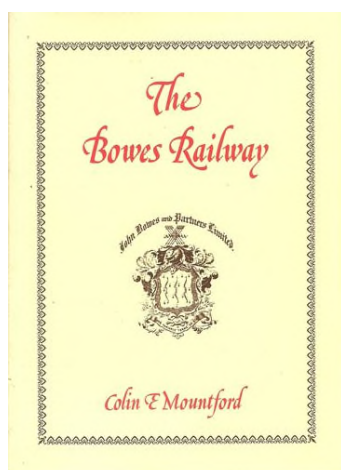
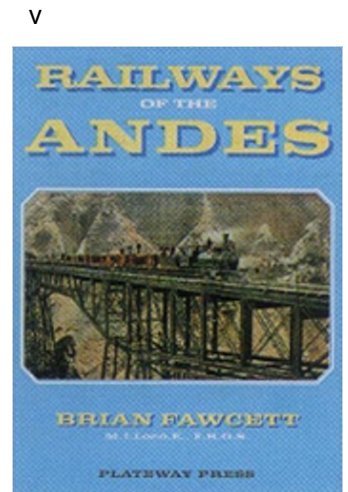
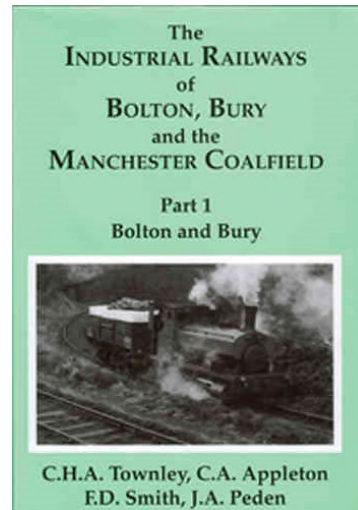
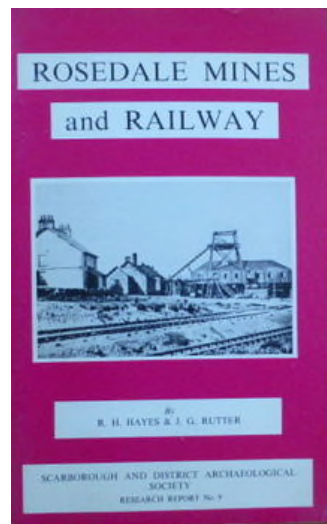
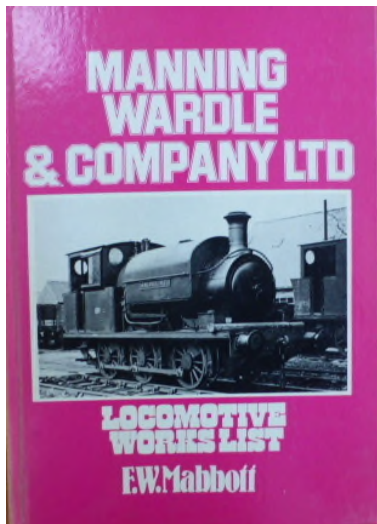
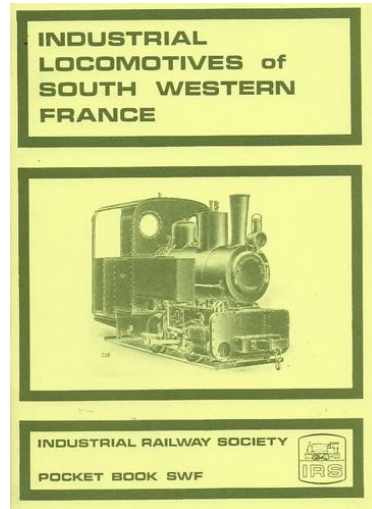
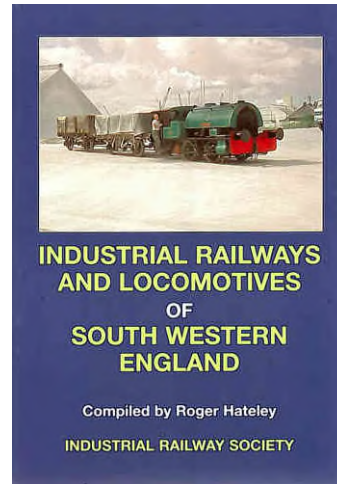
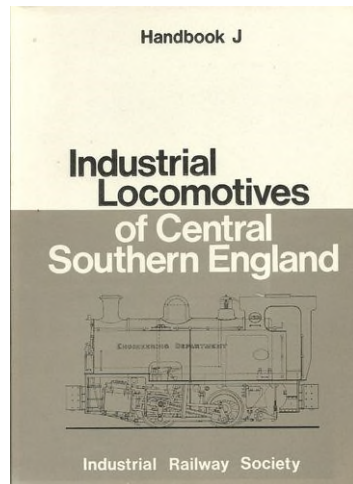
The Last Days of the Glasgow Trams [\(Download £5\)](#)



On 2nd June 1962 Ken went to Glasgow to film the trams at a number of locations there, three months before the system closed. No industrial locos on this video, but as compensation it ends with shots of A4s 60001 and 60032 and Britannia 70039 at London Kings Cross after Ken had taken the sleeper from Glasgow to St. Pancras, before going to Leeds to visit the Hunslet Engine Co. Run time about 10 minutes.

SECOND HAND SALES

A good selection of second-hand book and maps, 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 November 2024 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.



Examples of some second-hand titles recently available

- 30 inch Railways Worldwide, 88
 Aberllefeni Slate Quarry, 35
 Aberthaw & Rhoose - Lime, Cement, Power and the Railways, 94
 Acquired Wagons of British Railways, 70
 An Illustrated History of the ICI Hopper Wagons, 22
 Anderton Boat Lift, 36
 Arsenic and Molasses, 49
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