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Mortons was founded in 1885 and is a highly respected independent publisher of books, bookazines and magazines. The company specialises in producing high quality publications on topics ranging from railway, military and aviation history to consumer issues, hobbies, crime and politics.

These topics and more are covered by Mortons Books' imprints:



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All aspects of aviation history are covered in authoritative detail by Tempest Books. The aviators and aircraft of the Second World War are profiled by our titles alongside more modern fighters, bombers, reconnaissance aircraft and transports. 'Secret projects' and experimental designs are also an important part of the Tempest Books portfolio.



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Shedding new light on the secrets and mysteries of history is the aim of Timespan Books. Whether it's the story of ancient Egypt's 30 dynasties, a biography of Henry VIII's wives, the slave trade in the 1700s, an account of the Suffragette movement or a recollection of the music of the 1980s, it has a home at Timespan.



SILVER LINK

Silver Link is a renowned rail, maritime, road transport and biography publisher. Recently acquired by Mortons Books and incorporating the imprints Past and Present and The Nostalgia Collection, Silver Link offers a wide range of titles aimed at the enthusiast and nostalgia markets.

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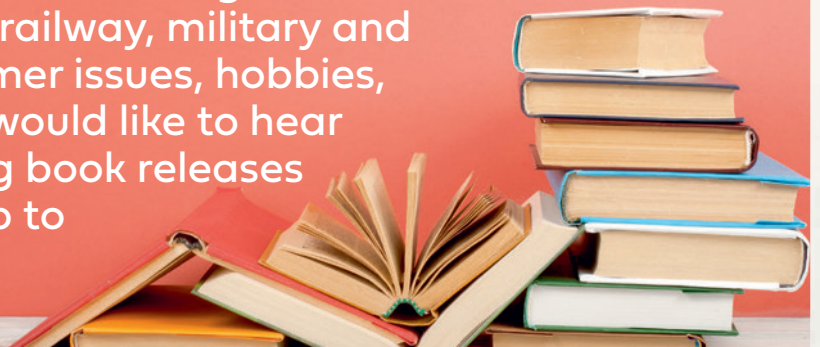
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BOEING 747

INGO BAUERNFEIND

Lavishly illustrated and meticulously researched, aviation specialist Ingo Bauernfeind's new Boeing 747 history celebrates more than half a century of an enduring aviation icon that has changed commercial aviation since its maiden flight in 1969. With personal accounts written by former pilots and crew members, it covers the aircraft's early history and development, its ground-breaking technology and systems, its remarkable and distinguished commercial career and the numerous variants that have expanded its role and capabilities far beyond those originally intended by its designers.

Thanks to ongoing improvements and upgrades, new 747s continue to roll off the production line today and this incredibly durable and reliable aircraft looks set to remain at the forefront of civil aviation for the foreseeable future.

- Format: Hardback 250mm x 190mm
- ISBN: 978-1-911658-52-8 • BIC: WGM
- Release date: AUGUST 3RD, 2021
- Price: **£14.99** US: **\$22.99** • Pages: 144

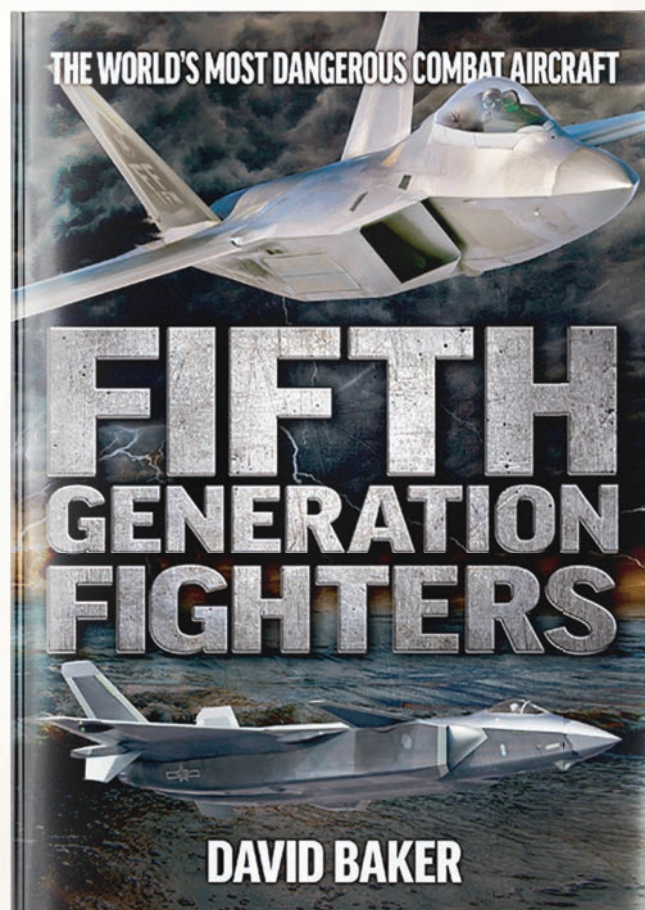
FIFTH GENERATION FIGHTERS

DAVID BAKER

The latest jet fighters deceive, evade, confuse, lock-on to their targets and kill them without being seen, heard or detected. Pilots can increasingly put themselves outside their cockpit, peering far beyond visual range, leaving the aircraft to keep them out of harm's way while they manage the mission.

In Fifth Generation Fighters, author David Baker explains how net-centric warfare and sensor fusion takes the fight into the very heart of the weapons systems computer, tracking up to 100 hostiles and downing many beyond visual range. He also looks at how future fighters will connect to satellites, control swarms of unmanned combat air vehicles and plan the end-game for an air battle that has yet to begin. The clock is ticking – a fifth generation fighter war is coming!

- Format: Hardback 250mm x 190mm
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- Release date: SEPTEMBER 7TH, 2021
- Price: **£14.99** US: **\$22.99** • Pages: 144





BOEING B-47 STRATOJET AND B-52 STRATOFORTRESS: ORIGINS AND EVOLUTION

SCOTT LOWTHER

The famous B-52 Stratofortress has been in service with the USAF for more than 65 years and its iconic shape is known and recognised all over the world. Yet the B-52 and its predecessor, the B-47 Stratojet, started out looking very different indeed. Each aircraft was the end product of a lengthy design process which saw numerous configurations studied – with plenty of diversions taken and missteps made along the way.

In Boeing B-47 Stratojet and B-52 Stratofortress: Origins and Evolution, aerospace engineer Scott Lowther reviews and explains the many different projects put forward for these two iconic aircraft, including a wide variety of rare and forgotten designs. Providing full-page diagrams, a wealth of new artwork and accurate data, the book will be useful for model makers interested in new and unique projects, aerospace engineers curious about the process of design evolution and those interested in these fascinating aircraft.

• Format: Hardback 288mm x 222mm

• ISBN: 978-1-911658-76-4 • BIC: JWMV3

• Release date: SEPTEMBER 29TH, 2021

• Price: **£30** US: **\$45** • Pages: 150

LOCKHEED SR-71 BLACKBIRD

SCOTT LOWTHER

One of the world's most extreme and enigmatic aircraft, the Lockheed SR-71 Blackbird is the ultimate evolution of a long line of top secret projects which first coalesced in the form of the CIA's A-12 reconnaissance platform. From there, Lockheed's Skunk Works team developed the design to fulfil a multitude of different roles – including interceptor, bomber, drone mothership, satellite launcher and flying wind tunnel.

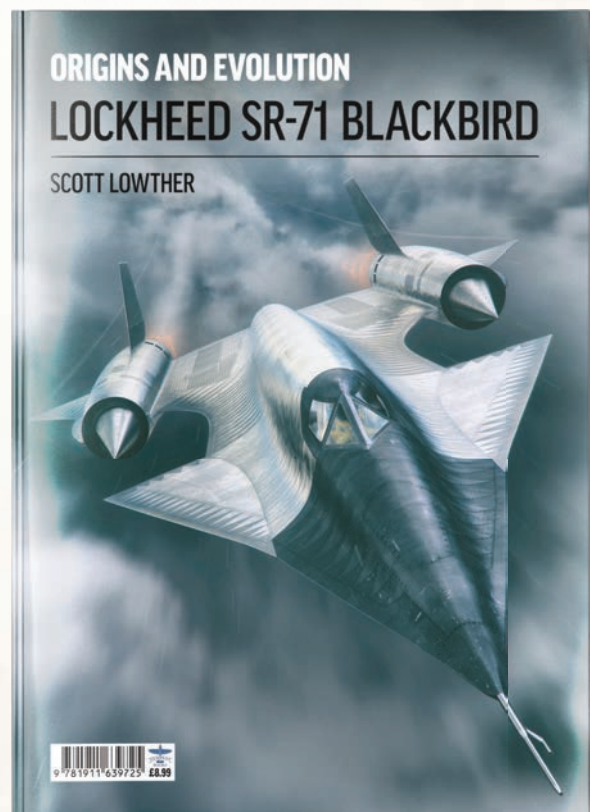
The most famous A-12 derivative was the USAF's SR-71 Blackbird strategic reconnaissance aircraft. This incredible Mach 3+ machine would serve from 1966 up to 1999 (with NASA), including operations during the Vietnam War and over Europe during some of the Cold War's darkest days. And throughout that period plans were drawn and redrawn to utilise the unique Lockheed design for other purposes – though few came to fruition. In this fully-illustrated publication, American aerospace engineer and aircraft development specialist Scott Lowther looks in detail at the vast range of different variants and configurations proposed for this remarkable family of high-speed high-altitude jets.

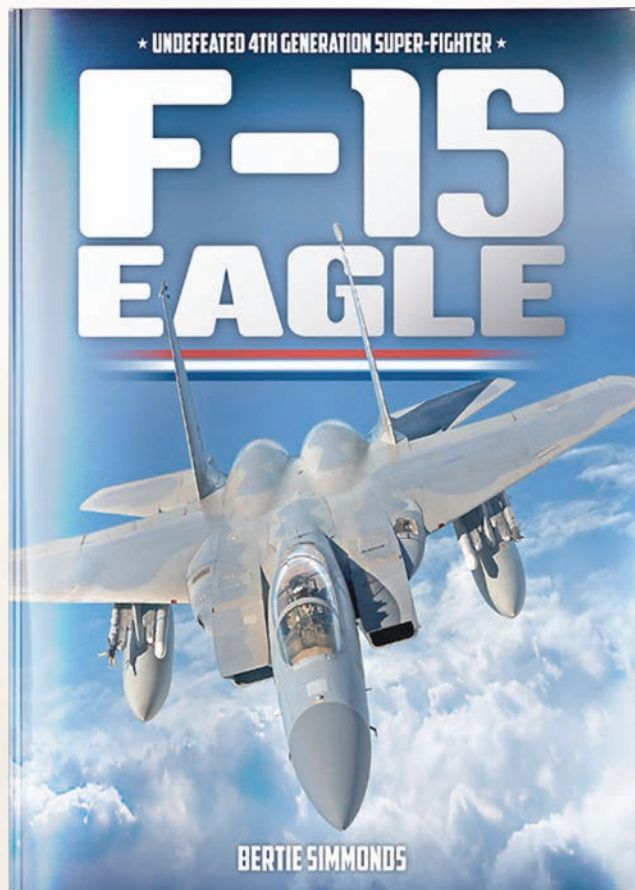
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• Release date: AVAILABLE NOW

• Price: **£8.99** US: **\$12.99** • Pages: 132





F-15 EAGLE

BERTIE SIMMONDS

The McDonnell Douglas F-15 Eagle is the undisputed king of fighter aircraft, scoring around 105 kills for zero losses in air-to-air combat.

Designed as a pure air superiority machine, the Eagle has since become one of the best fighter-bombers in its class: the Strike Eagle.

Since it entered service in 1976, around 1600 F-15s have been built for six air forces around the world. Fast and agile, the Eagle has been the defensive tip of the spear for the Free World. The Israelis blooded the Eagle in the Middle East when they first took delivery in 1979. Since then both fighter and strike versions have been in almost constant action, through Desert Storm, Operation Iraqi Freedom and beyond in the war against terror.

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- ISBN: 978-1-911658-53-5 • BIC: JWMV3
- Release date: AUGUST 3RD, 2021
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F-16 FIGHTING FALCON

BERTIE SIMMONDS

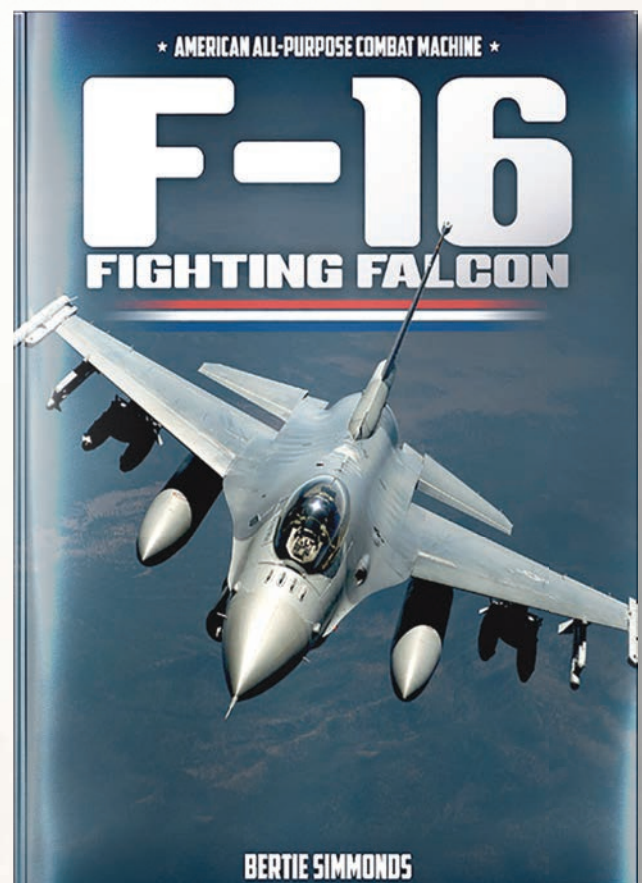
Sleek, futuristic and deadly – the General Dynamics F-16 Fighting Falcon was born from the crucible of the air war over Vietnam and the need for cheaper, simpler and more manoeuvrable fighter aircraft with which to combat the many thousands of Soviet-bloc supplied aircraft sold around the world.

Back in the early 1970s the F-16 was the pinnacle of modern design, integrating a powerful turbofan engine and offering unrivalled manoeuvrability – thanks to its relaxed static stability and fly-by-wire system with computer control.

Today's F-16 Viper is light years away from the simple, lightweight point-defence fighter first envisaged, but it has evolved and matured into the finest and most exported fourth-generation combat aircraft around the world.

This is its story.

- Format: Hardback 250mm x 190mm
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- Release date: SEPTEMBER 15TH, 2021
- Price: **£14.99** US: **\$22.99** • Pages: 144



CENTURY SERIES FIGHTERS

MADS BANGSØ

North American's F-100 Super Sabre fighter began a line of exceptional high-performance USAF fighters in 1954 which would serve with distinction during the 1950s, 60s, 70s and even into the 80s and 90s. The so-called Century Series – comprising the F-100, F-101 Voodoo, F-102 Delta Dagger, F-104 Starfighter, F-105 Thunderchief and F-106 Delta Dart – included the USAF's first successful supersonic aircraft designs.

These fighters, though made by a range of different companies and designed to fulfil a variety of roles, were all at the cutting edge of technological development in their day with advanced avionics, aerodynamics and armament. This new publication celebrates these incredible aircraft through the superbly detailed and highly accurate profile artwork of Mads Bangsø.

- Format: Bookazine 297mm x 210mm
- ISBN: 978-1-911639-70-1
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USAF FIGHTERS

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US NAVY JET FIGHTERS

JP VIEIRA

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SECRET PROJECTS OF THE LUFTWAFFE IN PROFILE

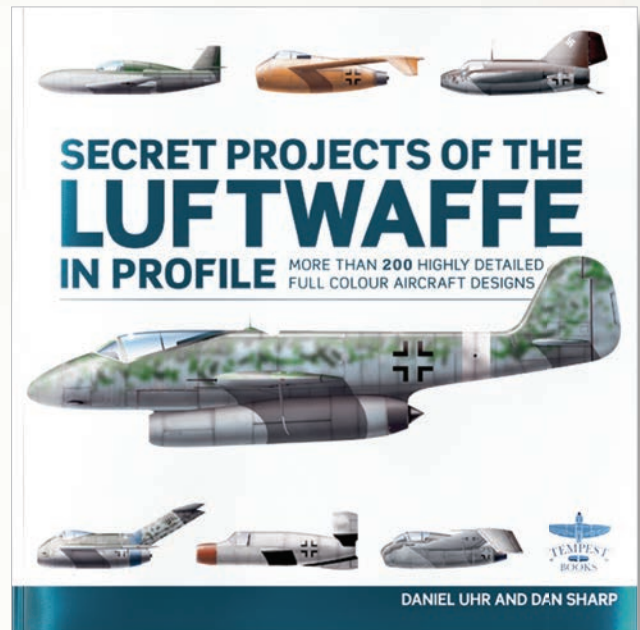
DANIEL UHR AND DAN SHARP

The Second World War was a time of tremendous technological progress in aviation with innovations such as jet engines and swept wings being brought in as engineers on all sides desperately sought every possible performance advantage.

In Germany the quest for better aircraft resulted in some astonishing designs – everything from bombers with forward-swept wings to ramjet fighters and disposable rocket-propelled interceptors.

In *Secret Projects of the Luftwaffe in Profile*, renowned aviation artist Daniel Uhr has brought the original German construction sketches and three-views of these designs to life like never before – offering a whole new perspective on images previously only seen as black and white line drawings.

Accompanying Daniel's artworks is a full description of the competitions and requirements which produced such a huge number of innovative and unusual designs during the war, as well as descriptions of the designs themselves, written by German Second World War aircraft development specialist Dan Sharp and based on the latest historical research.



- Format: Hardback 210mm x 297mm
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- Release date: JANUARY 20TH, 2022
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BATTLE OF BRITAIN MEMORIAL FLIGHT IN PROFILE

CHRIS SANDHAM-BAILEY

The Battle of Britain Memorial Flight (BBMF) is a standing reminder of the heroism and sacrifice of countless British and Commonwealth aircrew who flew and fought during the Second World War.

Formed at RAF Biggin Hill on July 11, 1957, as the Historic Aircraft Flight, today the BBMF's incredible collection of aircraft includes six Spitfires, two Hurricanes, one of only two airworthy Avro Lancaster bombers in the world, a Douglas C-47 Dakota and two de Havilland Chipmunks.

The Flight's Second World War aircraft have survived against the odds to exist in flying condition today and this book charts each of their careers over the last seven decades or more. Author and illustrator Chris Sandham-Bailey has meticulously reproduced every known paint scheme worn by each of the aircraft – as well as gathering together an unrivalled collection of photographs to show how the appearance of the aircraft has changed.

Never before have all of the BBMF aircraft liveries from the war's end to the present day been catalogued and illustrated in one publication. This book is a must for anyone with an interest in the BBMF aircraft and their histories.

RAF COLD WAR JET AIRCRAFT IN PROFILE

CHRIS SANDHAM-BAILEY

Written and illustrated throughout by renowned aviation artist Chris Sandham-Bailey, RAF Cold War Jet Aircraft in Profile covers 14 different aircraft types designed and built by British companies and operated by the RAF between 1945 and 2010.

Featuring profiles, text and diagrams of frontline and trainer jets from the Gloster Meteor during the closing stages of the Second World War to the Bae Harrier which was finally retired in December 2010, it has everything in between, including the iconic Avro Vulcan and English Electric Lightning.

Offering dozens of different colour schemes, scale plans, scrap views and detailed notes, this is indispensable reading for enthusiasts and modellers alike.

Types included in Cold War Jets are: Gloster Meteor, de Havilland Vampire, de Havilland Venom, English Electric Canberra, Supermarine Swift, Hawker Hunter, Vickers Valiant, Gloster Javelin, Handley Page Victor, Avro Vulcan, Blackburn Buccaneer, English Electric Lightning, Hawker Siddeley Harrier and SEPECAT Jaguar.



- Format: Hardback 210mm x 297mm
- ISBN: 978-1-911658-11-5 • BIC: JWMV3
- Release date: SEPTEMBER 23RD, 2021
- Price: £30 US: \$45 • Pages: 296

RAF SECOND WORLD WAR FIGHTERS IN PROFILE

CHRIS SANDHAM-BAILEY

RAF Second World War Fighters in Profile features more than 280 highly detailed profiles of 15 different aircraft types flown by the Royal Air Force between 1939 and 1945. Full specifications and histories are included for British and Commonwealth fighters operated on all fronts during the conflict, from the iconic Supermarine Spitfire to US lend-lease types such as the Bell P-39 Airacobra and Curtiss P-40 Warhawk, and everything in between.

Written and illustrated throughout by renowned aviation artist Chris Sandham-Bailey, this book offers exquisitely drawn profile views and scale plans of aircraft such as Hawker's Hurricane, Typhoon and Tempest, plus the Westland Whirlwind, Boulton Paul Defiant and more. Covering all of the RAF's high-performance wartime machines, this is indispensable reading for enthusiasts and modellers alike.



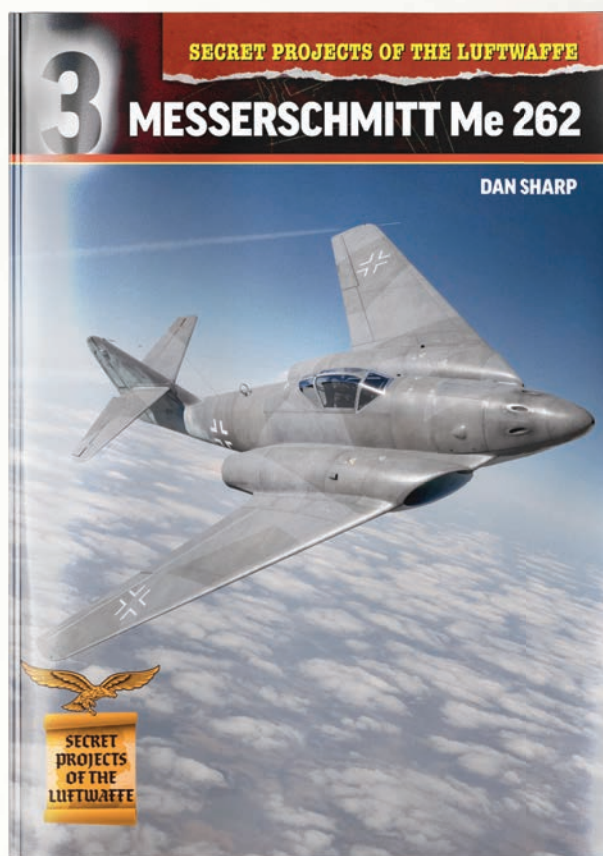
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- Release date: AVAILABLE NOW
- Price: £35 US: \$60 • Pages: 296

SECRET PROJECTS OF THE LUFTWAFFE: MESSERSCHMITT Me 262

DAN SHARP

- Format: Softback 248mm x 184mm
- ISBN: 978-1-911658-27-6 • BIC: JWMV3
- Release date: FEBRUARY 17TH, 2022
- Price: **£12.99** US: **\$19.99** • Pages: 116

The first jet fighter to enter service and see combat anywhere in the world, the Messerschmitt Me 262 was a deadly technological marvel – yet it was also difficult to produce, dangerously unreliable and extremely vulnerable during takeoff and landing. Despite these flaws, its graceful swept wings, aggressive shark-like profile and undoubted combat abilities made it a legend. The aircraft underwent rapid development during its short front line career and numerous unusual variants were designed and produced. German Secret Projects: Messerschmitt Me 262 Versions examines unusual production models alongside one-offs and drawing board projects. More than 30 designs are detailed, including the Me 262 A-1a/U1-5, Me 262 A-1b, Me 262 A-2a/U1-2, Me 262 B-1a, Me 262 B-1a/U1, Me 262 B-2a, Me 262 C-1a-3a, Me 262 D-1, Me 262 E-1 and E-2, Me 262 HG I-III, Me 262 W, Me 262 Mistel, P 1099A-B, P 1100, Me 262 Interceptor I-III, Aufklärer I-II and Schnellbomber I-III.



SECRET PROJECTS OF THE LUFTWAFFE: HEINKEL He 162

DAN SHARP

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SECRET PROJECTS OF THE LUFTWAFFE: BLOHM & VOSS BV 155

DAN SHARP

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- Format: Softback 248mm x 184mm
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- Release date: NOVEMBER 19TH, 2021
- Price: **£12.99** US: **\$19.99** • Pages: 116

FLEET AIR ARM LEGENDS: SUPERMARINE SEAFIRE

MATTHEW WILLIS

AVAILABLE NOW

Softback **£12.99**

ISBN: 978-1-911658-29-0

Renowned naval aviation author Matthew Willis tells the story of the Supermarine Seafire – a navalised version of the famous Spitfire adapted for use on aircraft carriers. Some 2646 examples were built and saw action with the Royal Navy's Fleet Air Arm from November 1942 until after the Korean War in the early 1950s. It was involved in combat during the Allied landings in North Africa (Operation Torch), the Allied invasions of Sicily and Italy, the D-Day landings, and Operation Dragoon in southern France. With the Pacific fleet, the Seafire proved capable of intercepting and destroying the feared Japanese kamikaze attack aircraft.

FLEET AIR ARM LEGENDS: FAIREY SWORDFISH

MATTHEW WILLIS

Few aircraft encompass as many contradictions as the Fairey Swordfish – the legendary 'Stringbag' naval torpedo bomber was approaching antiquation at the start of the war yet struck mortal blows against some of the most powerful battleships in the Axis fleets. Naval aviation historian Matthew Willis explores how modern technology such as radar kept the Swordfish effective in the early years of the war and enabled it to find and hit the Italian fleet at Taranto, and the Bismarck in the Atlantic, in circumstances where no other aircraft could have succeeded.

When it was finally superseded in its main role with the Fleet, the Swordfish fulfilled vital roles protecting convoys from the U-boat menace. The story of the Swordfish's service across the majority of theatres in WW2, from the hunt for the Graf Spee to the beaches of Normandy, is told here with never-before-published accounts from veteran aircrews. Includes 100+ historic photographs and unique images of the Royal Navy Historic Flight's preserved aircraft.



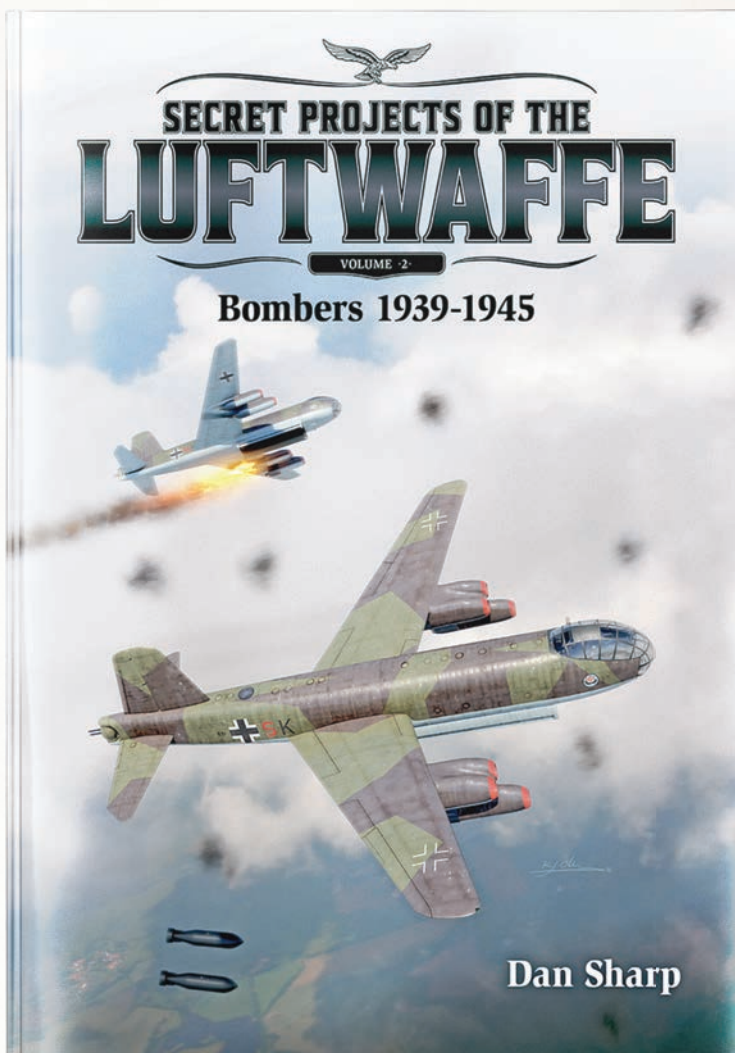
SECRET PROJECTS OF THE LUFTWAFFE - Vol 2 - BOMBERS 1939 -1945

DAN SHARP

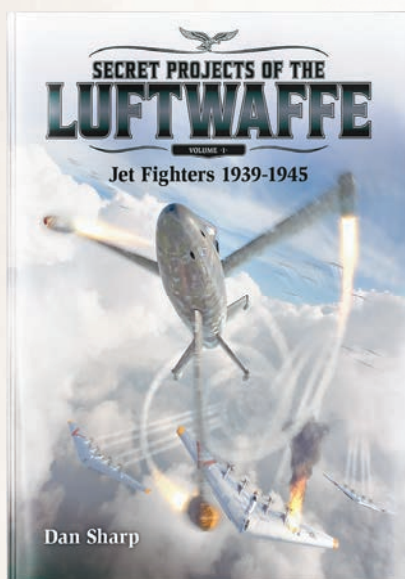
Dozens of top secret bomber designs were drawn up by the Germans during the Second World War, including gigantic flying wings, sleek jet bombers, asymmetrical bombers with the cockpit and weapons turrets on the ends of their wings and even enormous carriers for single-seat suicide bombers.

Starting with Heinkel's He 177, the most advanced bomber design of its day in 1936, author Dan Sharp looks at the huge variety of bomber projects produced during the days of the Third Reich, uncovering a host of original and previously unseen documents to offer an unrivalled look at bombers such as the Arado E 470, E 555 and previously unknown Arado types, Junkers Ju 488, Focke-Wulf Ta 400 and Fw 300, Blohm & Voss P 163 and BV 250, Messerschmitt P 1107 and P 1108, He 343 and the so-called Daimler-Benz projects.

Secret Projects of the Third Reich Volume 2: Bombers 1939-1945 is a companion volume for Secret Projects of the Luftwaffe Volume 1: Jet Fighters 1939-1945 and includes numerous new and period illustrations.



- Format: Hardback 288mm x 222mm
- ISBN: 978-1-911658-09-2 • BIC: JWMV3
- Release date: NOVEMBER 20TH, 2021
- Price: **£27.50** US: **\$39.99** • Pages: 250



SECRET PROJECTS OF THE LUFTWAFFE - VOL 1 JET FIGHTERS 1939 -1945

DAN SHARP

AVAILABLE NOW

Hardback **£27.50**

ISBN: 978-1-911658-08-5



EAGLES OF THE LUFTWAFFE: FOCKE-WULF Fw 190 A, F AND G

DAN SHARP

- Format: Softback 248mm x 184mm • ISBN: 978-1-911658-05-4
- Release date: OCTOBER 22ND, 2021 • BIC: JWMV3
- Price: **£12.99** US: **\$19.99** • Pages: 116

When it appeared in the skies over Europe in 1941, the Focke-Wulf Fw 190 A was the best fighter in the world. It was more than a match for the best Spitfires the RAF could field and began shooting them down in ever-increasing numbers. Only the introduction of the Spitfire IX with its two-stage supercharged Merlin overturned its supremacy.

Alongside the Messerschmitt Bf 109, the Fw 190 is the iconic fighter of the Luftwaffe during the Second World War. It was hugely adaptable and fought on nearly all fronts, proving to be a formidable opponent.

This book tells the story of the legendary fighter with previously unseen drawings and photos which shed new light on the aircraft's origins.



EAGLES OF THE LUFTWAFFE: JUNKERS Ju 87 STUKA

ANDY SAUNDERS

- Format: Softback 248mm x 184mm • ISBN: 978-1-911658-33-7
- Release date: NOVEMBER 17TH, 2021 • BIC: JWMV3
- Price: **£12.99** US: **\$19.99** • Pages: 116

The Junkers Ju 87 'Stuka' was an aircraft with a single purpose – dive bombing the enemy. Attacking in this way had several advantages: it made the attacking aircraft more difficult to hit, it allowed pinpoint accuracy in the delivery of bombs and it struck terror into the hearts of anyone on the receiving end. After its early successes in the West, the Ju 87 went on to become a vital part of the war on the Eastern Front right up until the war's end. In *Eagles of the Luftwaffe: Junkers Ju 87 Stuka*, historian Andy Saunders offers a detailed profile of this famous warbird.

EAGLES OF THE LUFTWAFFE: FOCKE-WULF Fw 200 CONDOR

MATTHEW WILLIS

- Format: Softback 248mm x 184mm • ISBN: 978-1-911658-65-8
- Release date: DECEMBER 6TH, 2021 • BIC: JWMV3
- Price: **£12.99** US: **\$19.99** • Pages: 116

The Focke-Wulf Fw 200 Condor was conceived for peace but turned to a warlike purpose savaging convoys bringing vital supplies to Britain. The aircraft Churchill called "the scourge of the Atlantic" became synonymous with the struggle to supply the Allies by sea. As a truly long-range reconnaissance bomber, the Condor acted as the eyes and ears of the Kriegsmarine, while packing a powerful punch itself. As the Allies stepped up their efforts to address the vulnerability of their convoys to aerial reconnaissance and attack, however, the Fw 200's weaknesses became ever more apparent.

Naval aviation author Matthew Willis tackles the career of the fear aircraft from its airliner beginnings to its operational history as a military transport and maritime bomber.



RECENTLY RELEASED



THE SECRET HORSEPOWER RACE: WESTERN FRONT FIGHTER ENGINE DEVELOPMENT

CALUM E. DOUGLAS

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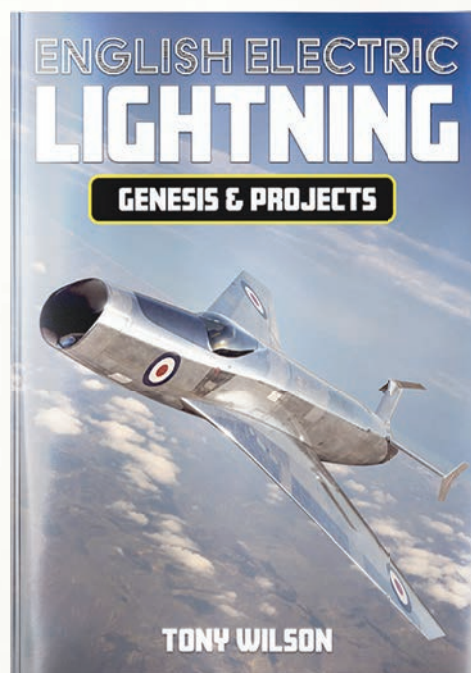
WE TOGETHER: 451 AND 453 SQUADRONS AT WAR

ADAM LUNNEY

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TONY WILSON

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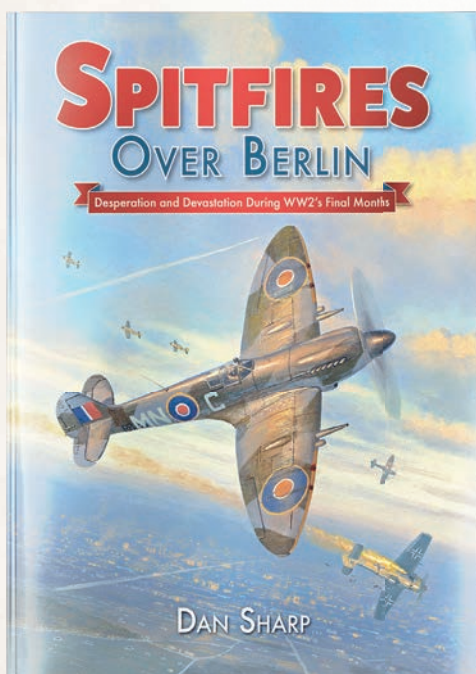
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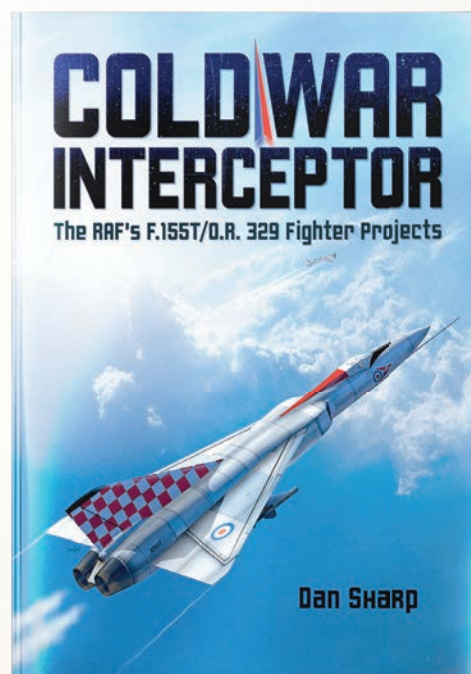
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DAN SHARP

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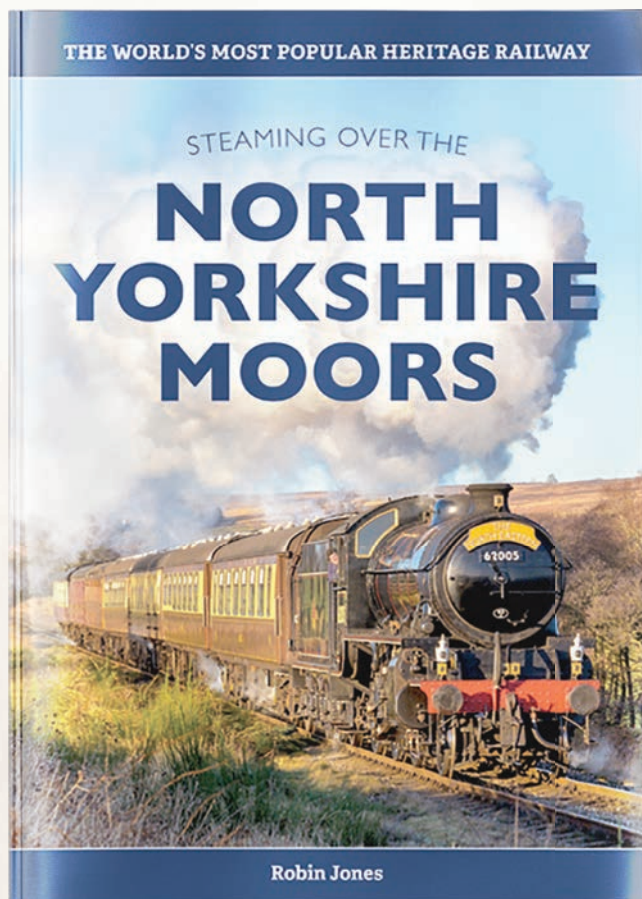
COLD WAR INTERCEPTOR

DAN SHARP

AVAILABLE NOW

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ISBN: 978-1-911658-03-0



STEAMING OVER THE NORTH YORKSHIRE MOORS

ROBIN JONES

Author Robin Jones tells the full story of the North Yorkshire Moors Railway: its beginnings in 1836 as the Whitby & Pickering Railway, its conversion to a steam railway, its years under the London & North Eastern Railway and British Railways, and its closure by Dr Beeching – with the accompanying protests. The line would later be saved by volunteers and reopened step by step. Eventually services were extended back over the main line to Whitby. Today the line regularly receives upwards of 350,000 visitors a year from across the UK, and indeed the world. It is now by far the most popular steam railway in Britain, not only because of its stunning moorland scenery and magnificent locomotive fleet, but also because it featured in the prime time ITV 1960s police drama Heartbeat for 18 years, fans of which are still drawn to it today.

- Format: Hardback 240mm x 165mm
- ISBN: 978-1-911658-64-1 • BIC: WGF
- Release date: AUGUST 25TH, 2021
- Price: **£14.99** US: **\$22.99** • Pages: 144

SETTLE & CARLISLE REVIVAL

THE LINE THAT REFUSED TO DIE

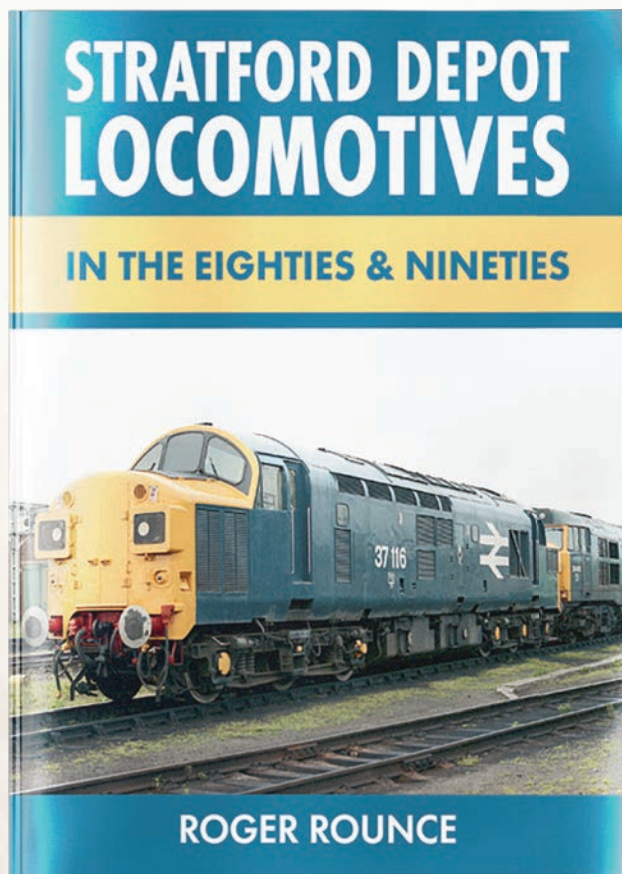
BRIAN SHARPE

The Settle & Carlisle railway runs across the roof of England, reaching the highest point on any main line railway in the country, and carries both passenger services and freight traffic. But it has also been fortunate enough to survive two attempts to close it and in fact should probably never have been built at all.

There could now be a 72-mile abandoned trackbed passing through such places as Blea Moor, over Dent Head and Arten Gill viaducts and the legendary Ais Gill summit, but sufficient people felt strongly enough to campaign successfully to stop this happening. This is the story of the revival in the fortunes of the Settle & Carlisle. Many closed stations have reopened and been restored to their former glory, freight traffic has returned and steam-hauled excursions over the line have gone from strength to strength.

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STRATFORD DEPOT LOCOMOTIVES

ROGER ROUNCE

Engines from every region could be found at Stratford TMD during the 1980s and 90s – making it an ideal hunting ground for the rail enthusiast. Photographer Roger Rounce presents a collection of his own images of diesels and electrics from those days when Stratford used any Class 47 to hand for Norwich trains and journeys between Chelmsford and Liverpool Street could just as easily be hauled by an Eastfield Class 47 as one shedded at Stratford. Visiting Class 37s were also used on empty stock and Cambridge trains.

Stratford Depot Locomotives includes Class 08s, 31s, 37s and 47s alongside less common classes such as 20, 58, 60, 86 and 87. Details of each locomotive pictured include when it was built, when it was scrapped, names currently and previously held, other numbers carried, historical notes and dates.

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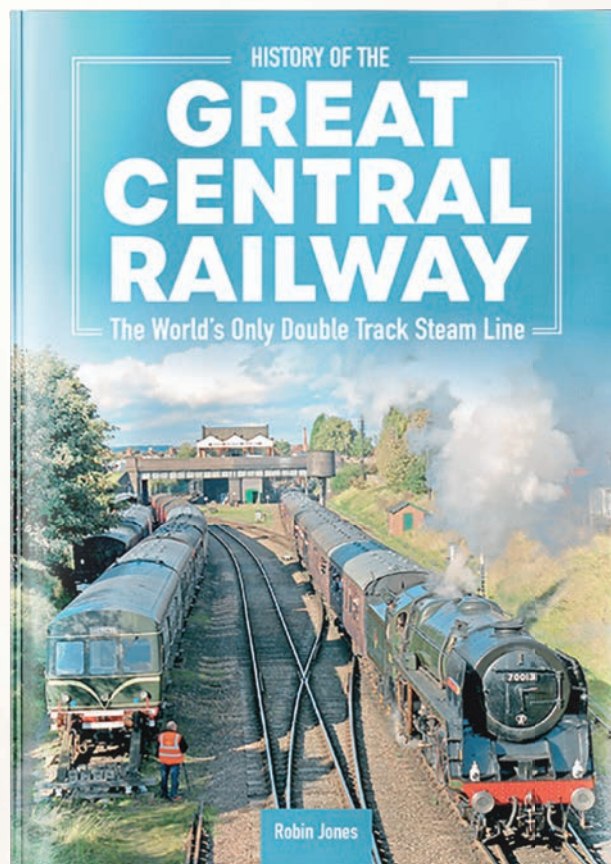
HISTORY OF THE GREAT CENTRAL RAILWAY

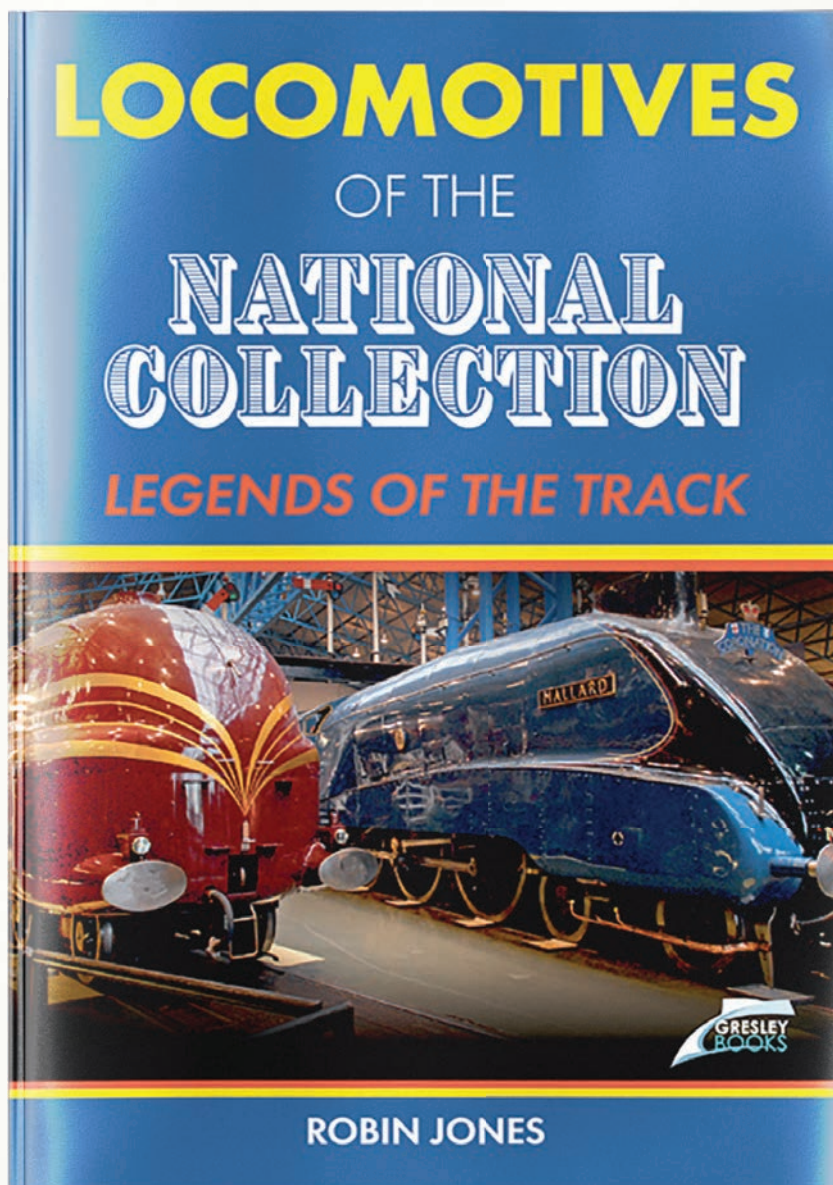
ROBIN JONES

The Great Central Railway is the only double track preserved steam railway in the world and its main focus is on the hugely popular modern day line running between Loughborough and Leicester North. Author Robin Jones, editor of Heritage Railway magazine, uses an incredible collection of images from Britain's top railway photographers to showcase the very best of preserved steam running in an authentic setting.

History has its place too with the formation of the original Great Central Railway, built in 1899 to connect the cities of Manchester, Sheffield and London, being explained and examined. Preservation sites set up elsewhere on the former Great Central line are also detailed including those at Buckinghamshire Railway Centre, Elsecar Heritage Railway and Dinting Railway Centre in Glossop.

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LOCOMOTIVES OF THE NATIONAL COLLECTION

ROBIN JONES

Legendary steam railway locomotives such as Flying Scotsman, Mallard, Stephenson's Rocket and City of Truro have been household names for generations and are now owned by the public. These are the locomotives that not only shaped global transport history but steered the evolution of the modern world, shrinking continents and making rapid transit between one-time faraway places an everyday occurrence affordable to all.

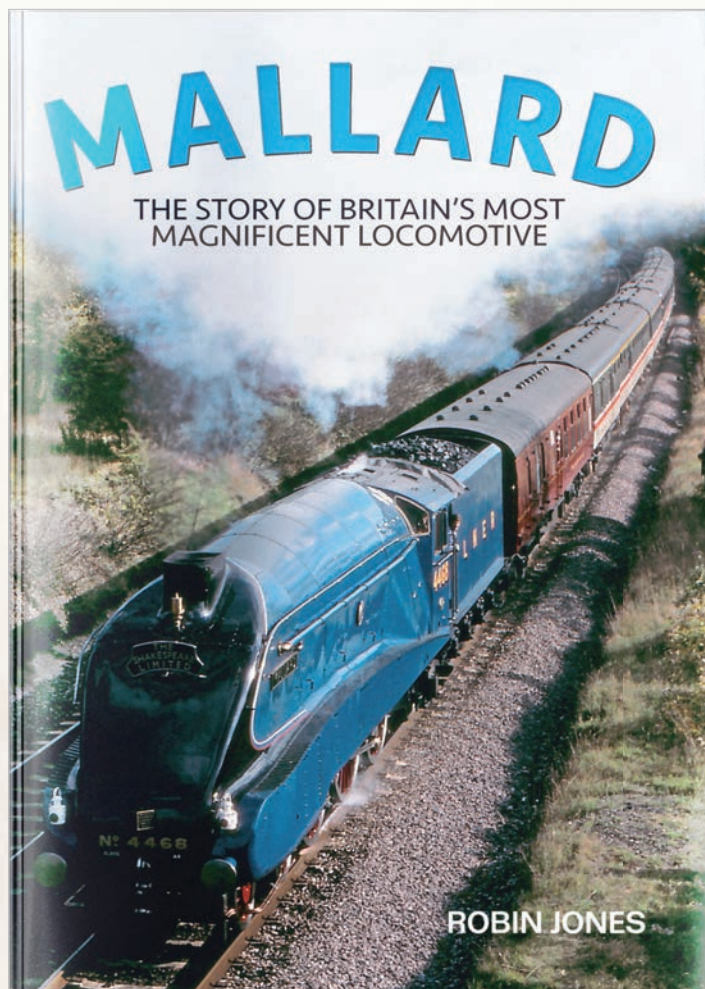
The National Collection was amassed largely in the face of modernisation of the British railway network, when the introduction of diesel and electric locomotives in the Fifties led to the mass withdrawal and scrapping of many classic steam locomotive types. Officialdom decreed that examples should be preserved for posterity thus creating a fantastic legacy of locomotives big and small for future generations to relish.

Locomotives of the National Collection, written by Heritage Railway magazine editor Robin Jones, looks at both the big named engines and the lesser-known workhorses, which richly deserve their place alongside them, all with their own stories to tell.

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MALLARD: STEAMING INTO IMMORTALITY

ROBIN JONES

On July 3, 1938, LNER A4 streamlined Pacific No. 4468 Mallard reached 126mph, setting a world steam speed record that has never been broken.

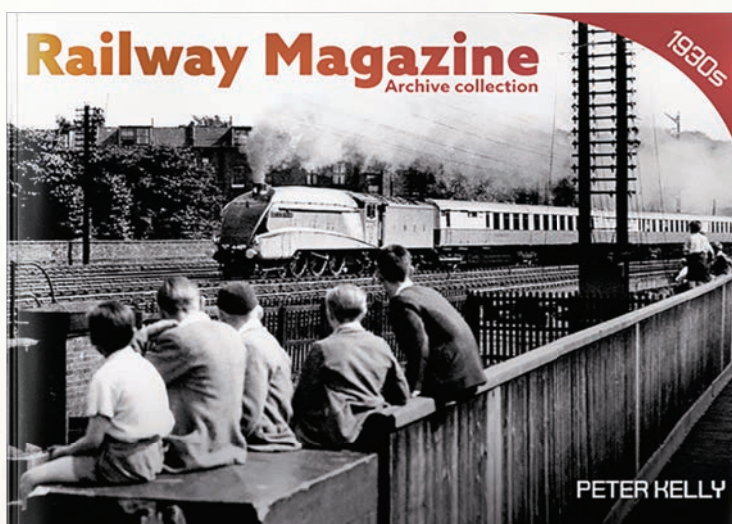
It was the zenith of not only a great decade in which glamorous express trains competed to see which could travel from London to Scotland in the fastest time, but also the steam age itself. Author Robin Jones tells the story not only of LNER chief mechanical engineer Sir Nigel Gresley's Pacifics and Mallard's international headline-grabbing feat, but also that of the five other A4s still with us – including the 'Mission Impossible' repatriation of Dwight D Eisenhower and Dominion of Canada and their cosmetic restoration in their 'home' country – to make the 'Great Gathering', one of the biggest and most successful events in the history of railway preservation, a dream come true.

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RAILWAY MAGAZINE ARCHIVE COLLECTION 1930s

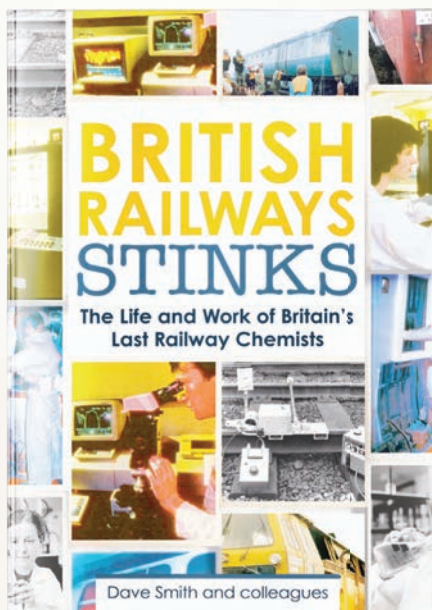
PETER KELLY

The last great age of steam in Britain is revisited in this new collection of superb photographs from the extensive archive of the Railway Magazine. Author Peter Kelly, editor of The Railway Magazine Guide to Modelling, looks back to a time when streamlined steam express trains charged headlong through the English countryside every day of the week. The 1930s would see a host of iconic engines constructed – such as the legendary LNER A4s, the beautiful LMS Coronation Class locos, the rare LMS Princess Royal Class and the workhorse LNER Class V2 engines. This new volume collects images offering a glimpse of the days when these incredible engines could be found hard at work all over Britain.



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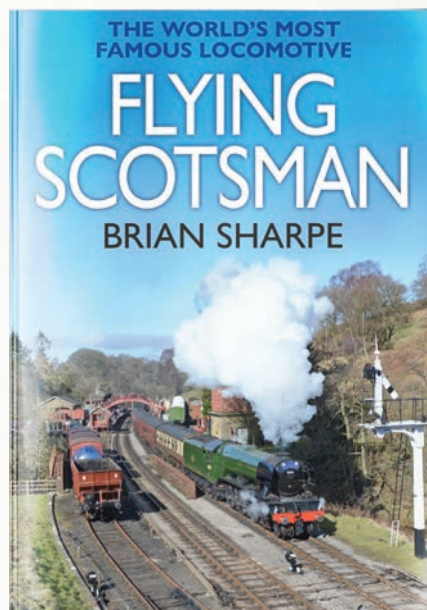


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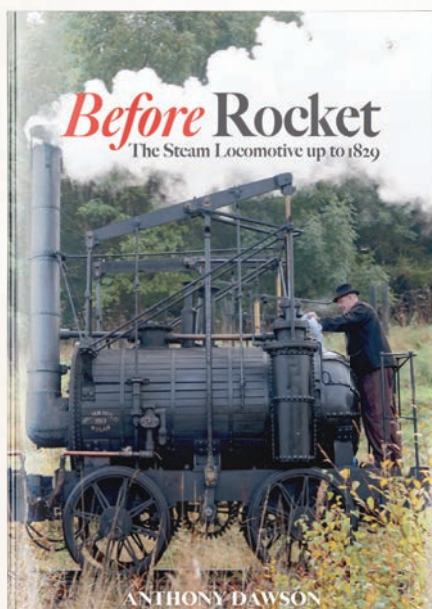


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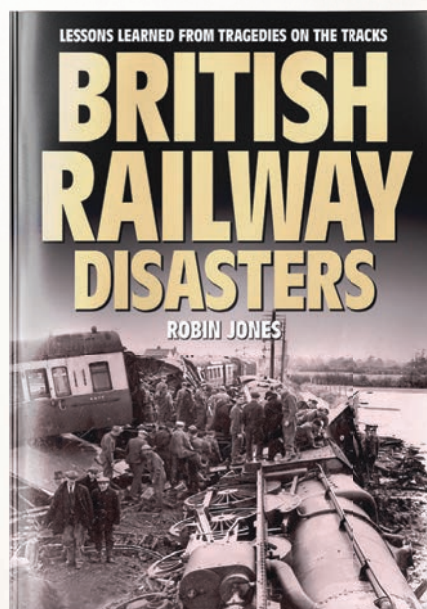


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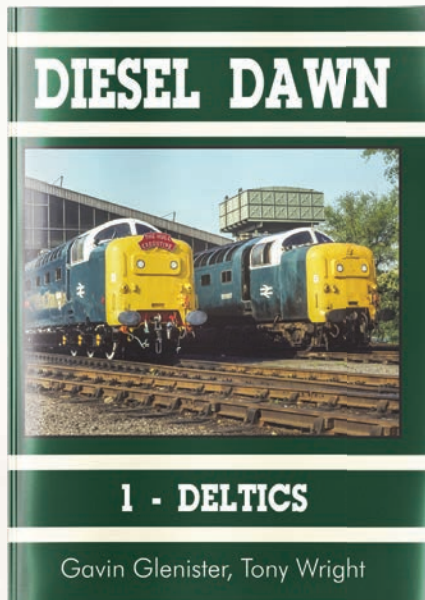


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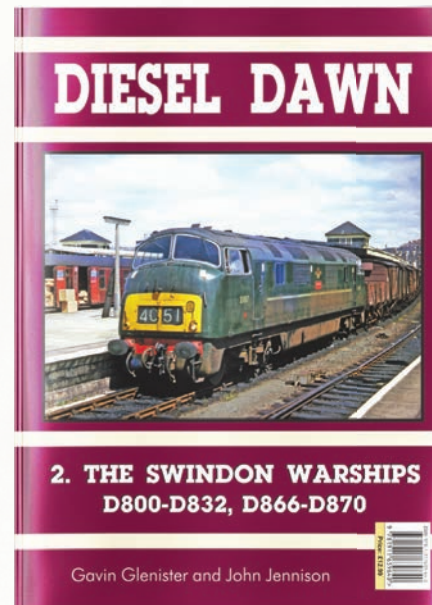


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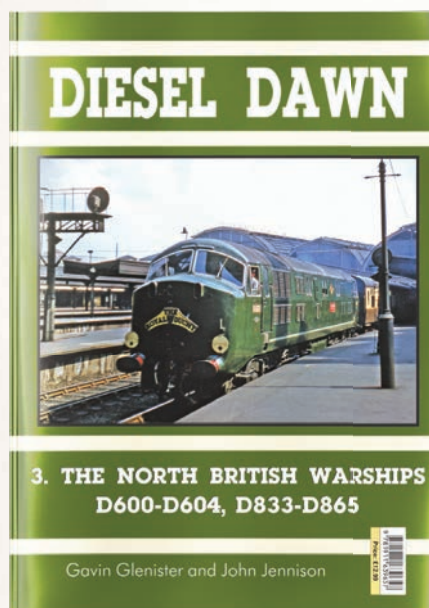


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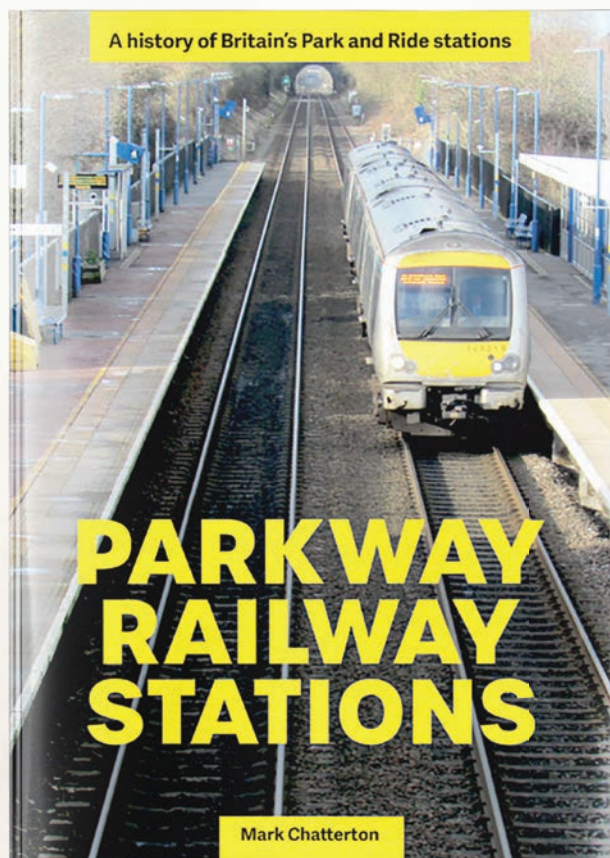


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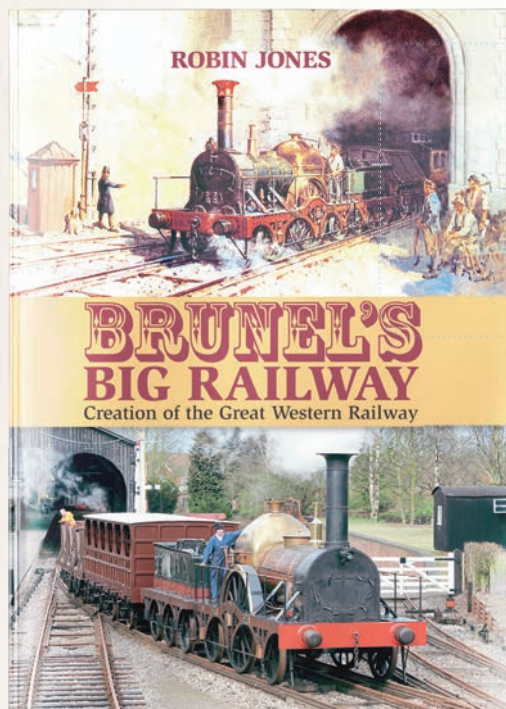
MARK CHATTERTON

Parkway railway stations are found scattered all over England and Wales and play an important role in Britain's railway network with their emphasis on the 'park and ride' model of keeping cars out of our town centres and off our motorways – demonstrating that it really is quicker and easier by train.

Bristol Parkway, opened in 1972, was the first of this new breed and is now the busiest of all Parkway railway stations having doubled in size since it first opened.

Since then another 20 have opened, some as newly built stations, some at existing stations. Author Mark Chatterton has visited them all and in this unique book profiles each one, focusing on its location, its facilities and its history.

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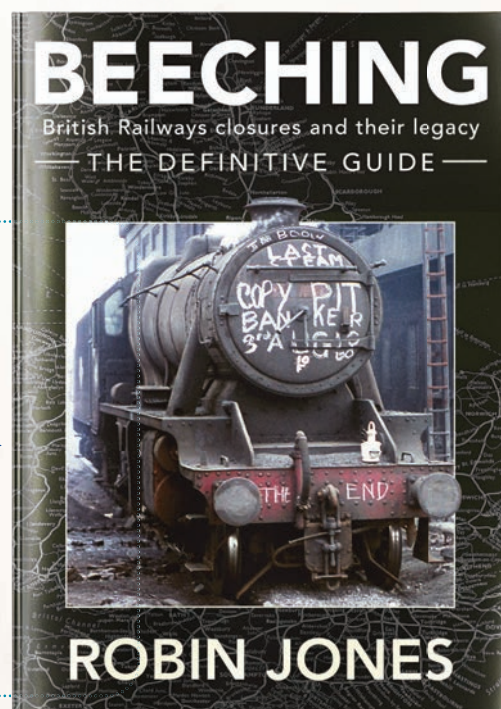
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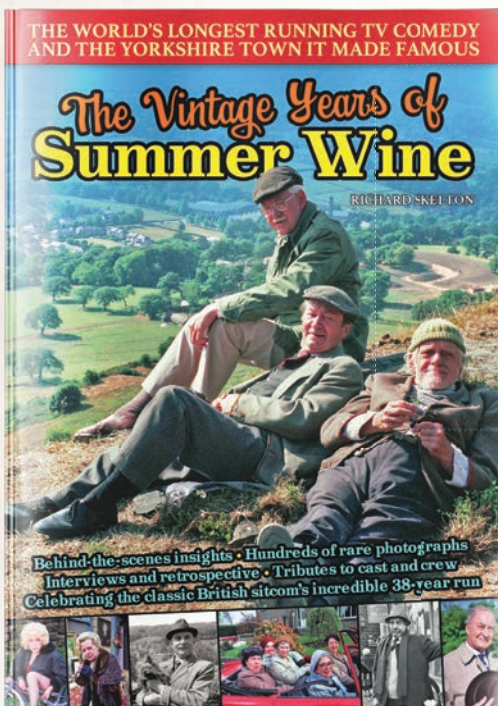
SCOTTISH CASTLES FROM THE AIR

LORRAINE SUTHERLAND

The first castles were built in Scotland during the 12th century and during the medieval and early modern period dozens of fortresses, fortified mansions, towers and palaces were constructed amid some of the world's most spectacular scenery.

Each was home to powerful and prominent scions of the Scottish clans and each was the backdrop to bitter rivalries and dynastic wars. Some were besieged, some fell into ruin as the years passed, but many remain as forbidding or enticing reminders of Scotland's rich history. In this fully illustrated volume, author and photographer Lorraine Sutherland explores the grandeur and mystery of these incredible structures with aerial imagery. More than 50 castles are showcased and profiled – with full visitor information provided should readers wish to view them from ground level!

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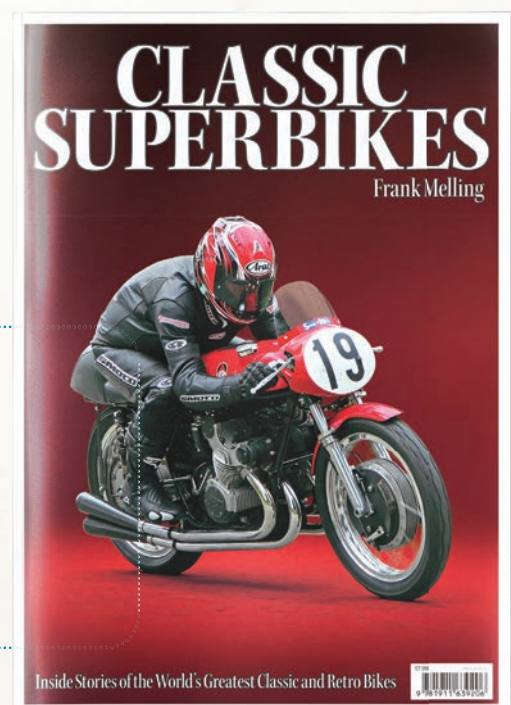
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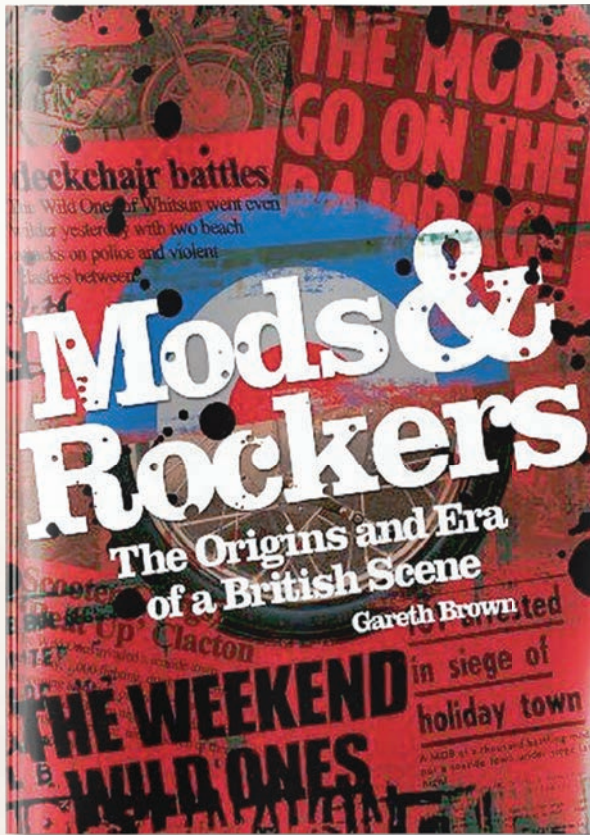
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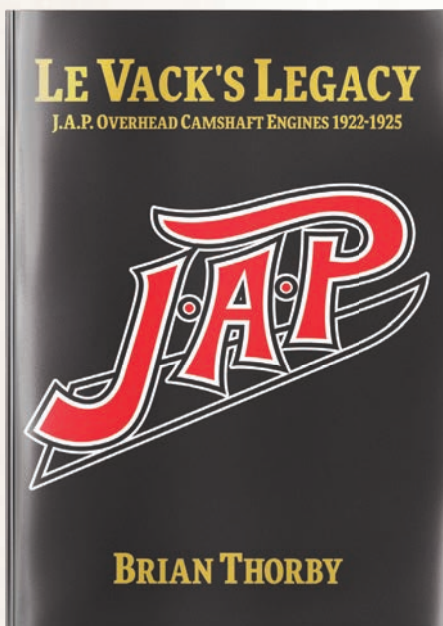


MODS & ROCKERS

GARETH BROWN

An unparalleled moral panic gripped the people of Britain during the spring of 1964 as two bitterly opposed domestic factions, the like of which had not been seen before, clashed in the nation's seafront towns. The Mods and the Rockers had grown in numbers throughout the decade's early years and by Easter '64 their ranks and their differences had become so great that they could no longer be ignored. The overt hostility these two groups displayed toward each other rose until conflict was inevitable. The ominous signs of this impending explosion were spectacularly missed by the authorities until it was way too late. In *Mods & Rockers*, author Gareth Brown explains the genesis of both movements right through from their conception to the cell splitting that separated them. It closely studies their development, and most importantly, highlights their enduring impact on the popular culture of today.

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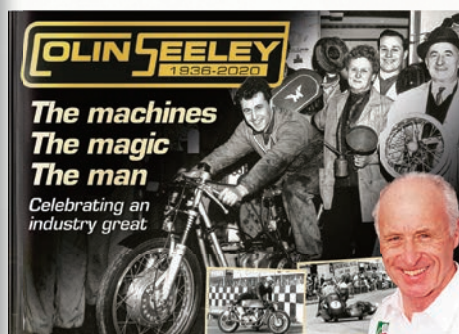


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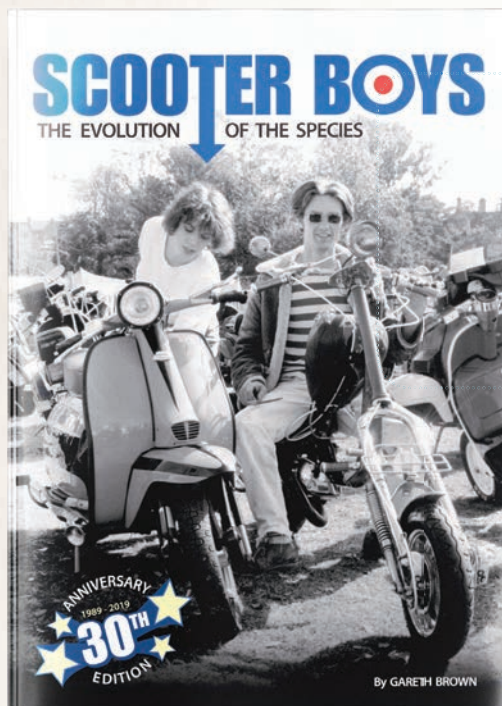
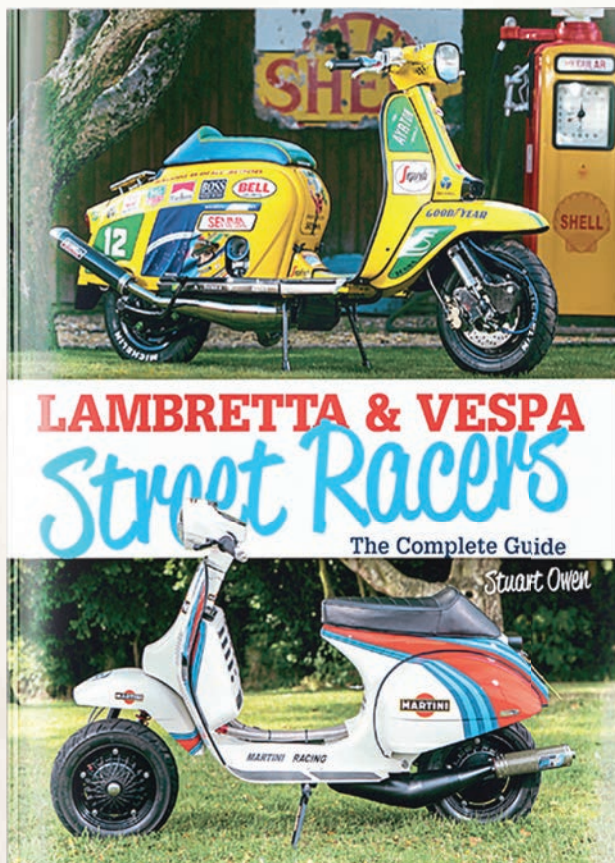
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LAMBRETТА & VESPA STREET RACERS

STUART OWEN

Young scooter owners of the 1960s had a seemingly insatiable appetite for speed and power. Shops appeared offering performance tuning services for the first time and a new era of scootering dawned. The scene went underground in the 1970s but the release of Quadrophenia inspired a new wave of devotees going into the 1980s. The introduction of the TS1 cylinder kit for the Lambretta and the T5 Vespa by Piaggio took the tuning scene in a new direction. Now the pure Lambretta and Vespa street racer came to the forefront. Owners blew huge budgets and their stunning creations took these machines to a new level. Today the Lambretta and Vespa Street racer scene continues to thrive. Author Stuart Owen traces the development of Lambretta and Vespa tuning down the decades using dozens of rare period images and highlighting every significant technological milestone along the way.

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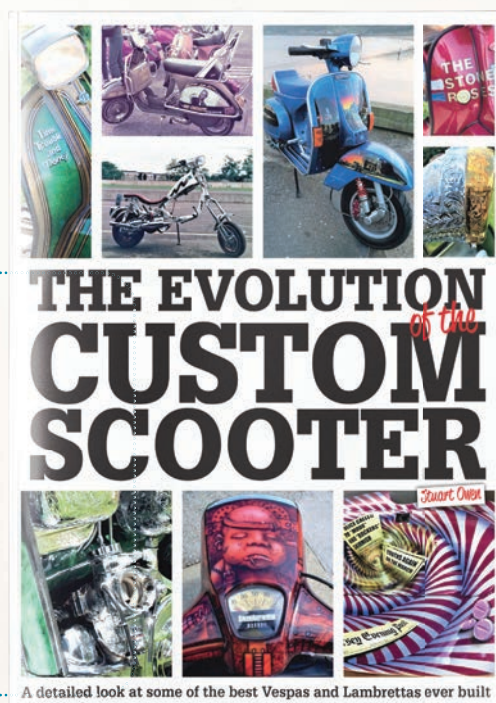
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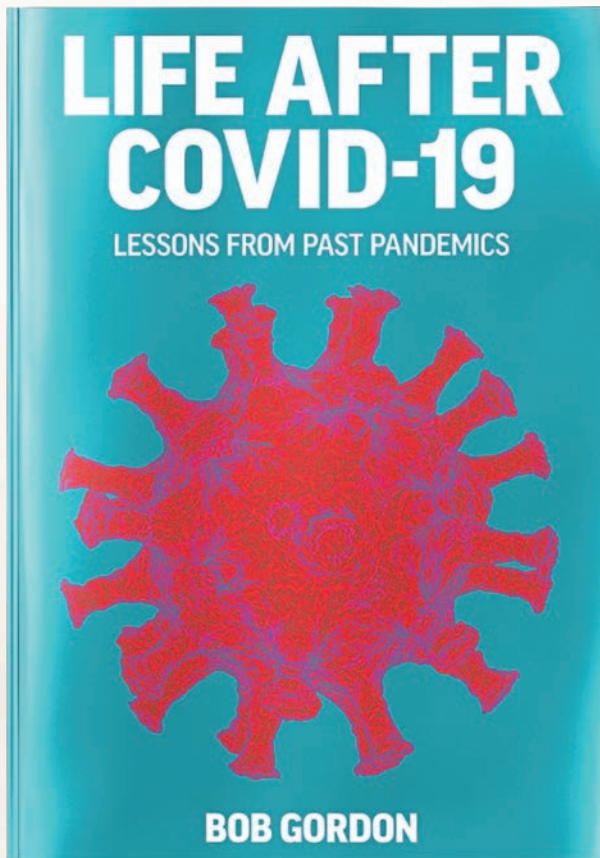
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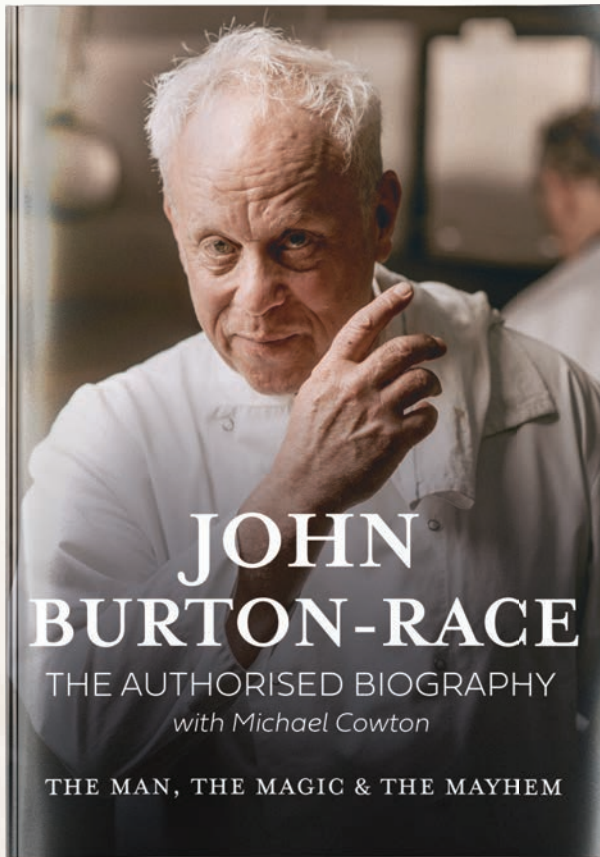
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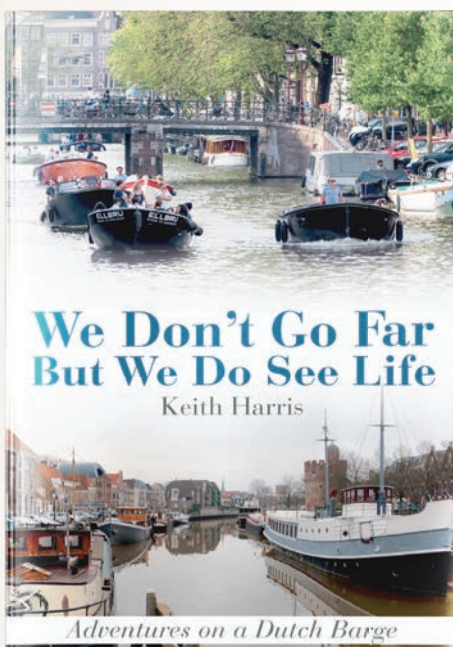
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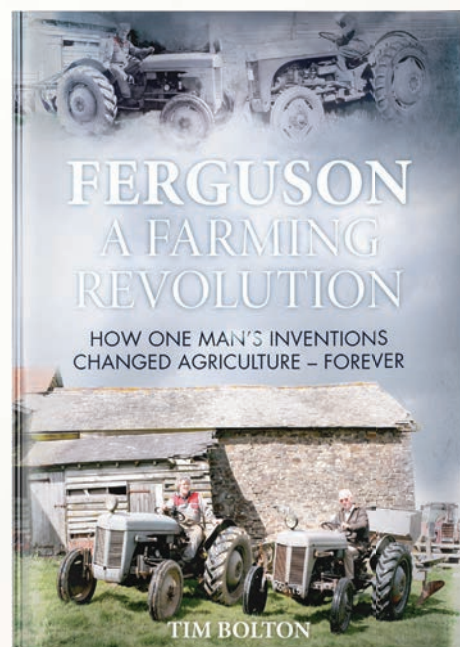


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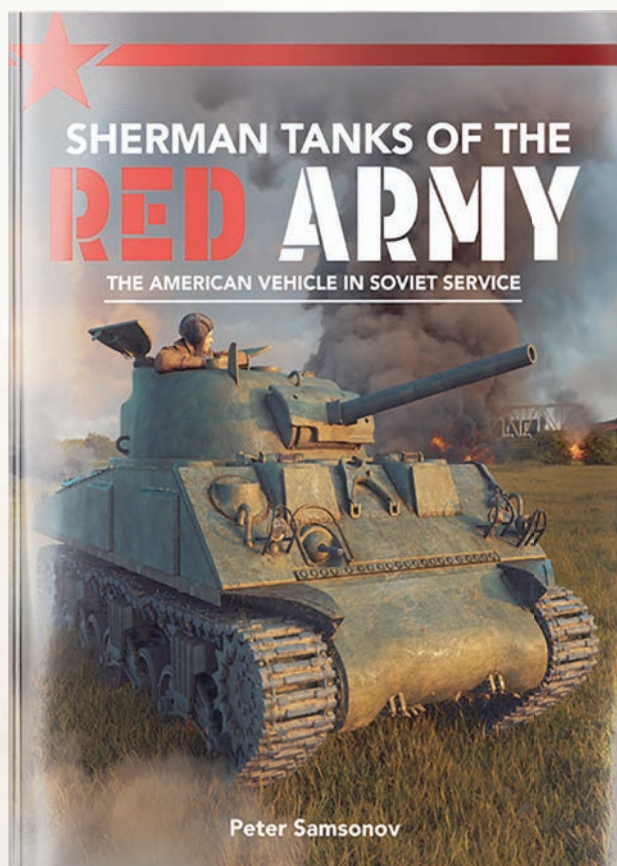


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SHERMAN TANKS OF THE RED ARMY

PETER SAMSONOV

More than 4000 examples of the famous diesel-fuelled M4A2 Sherman tank were sent to the Soviet Union during the Second World War under the Lend-Lease programme. These American-built vehicles were operated by Red Army crews against the Germans during some of the bitterest fighting on the Eastern Front – yet despite serving with distinction and being well-liked by their crews, relatively little has been written about these vehicles until now. Tank expert Peter Samsonov looks at the origins of the M4A2 in Soviet service and the machines that were received from the US as well as providing a detailed assessment of how they fared in combat on the front line.

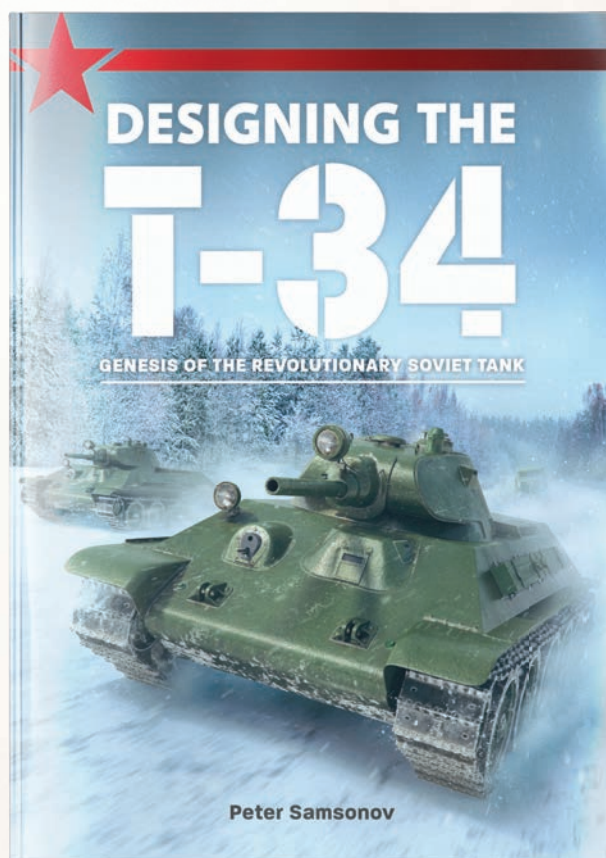
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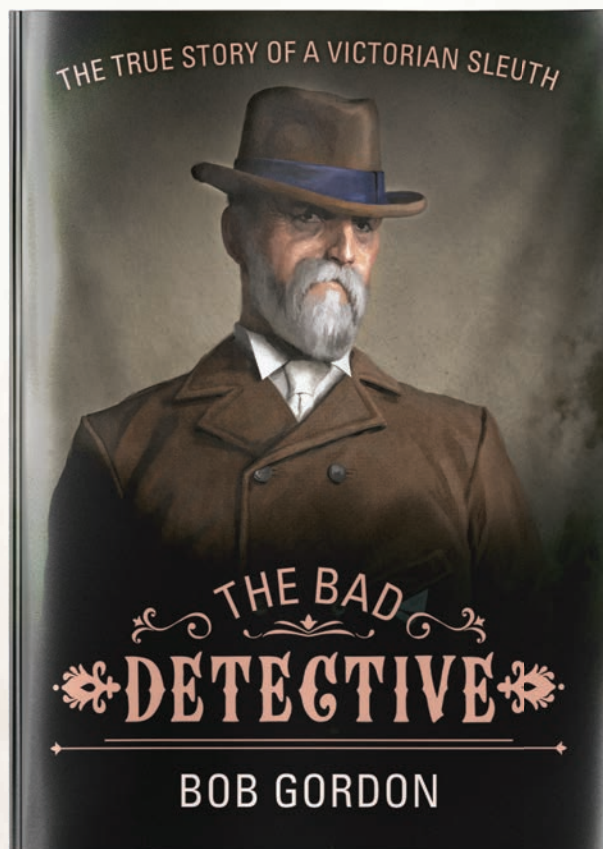
DESIGNING THE T-34

PETER SAMSONOV

When the German army launched Operation Barbarossa – the invasion of the Soviet Union – on June 22, 1941, it was expecting to face and easily defeat outdated and obsolete tanks and for the most part it did, but it also received a nasty shock when it came up against the T-34. With its powerful gun and sloped armour, the T-34 was more than a match for the best German tanks at that time and the Germans regarded it with awe. German Field Marshal von Kleist, who commanded the latter stages of Barbarossa, called it 'the finest tank in the world'. Using original wartime documents author and historian Peter Samsonov, creator of the Tank Archives blog, explains how the Soviets came to develop what was arguably the war's most revolutionary tank design.

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THE BAD DETECTIVE

BOB GORDON

Having become one of Canada's first police detectives in 1882, Nicholas Power developed a reputation as the nation's very own super sleuth, hailed in the newspapers as a homegrown 'Sherlock Holmes'. He was involved in all the most heinous and shocking cases of the day, swiftly, almost superhumanly, determining the culprit and their modus operandi from only the barest of evidence. But all was not what it seemed. There was growing concern, even in courts at the time, that Power was suborning investigations, framing innocent men and was in truth very far from the 'super sleuth' he claimed to be. His repeated attempts to enhance his own image regularly trumped the pursuit of justice and the innocent paid the price – sometimes with their lives. Author and historian Bob Gordon traces Power's career from its earliest beginnings as a lowly constable through his meteoric rise to chief of police, via some of the most scandalous criminal investigations the world has ever seen.

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THE OPIUM EATERS

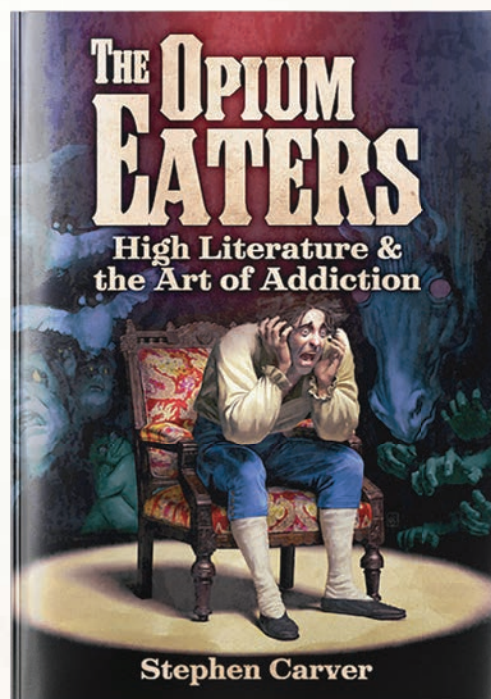
STEPHEN CARVER

When the brilliant Oxford drop-out and freelance journalist Thomas De Quincey published his seminal article *Confessions of an English Opium Eater* in 1821, he was following the old adage 'write about what you know'.

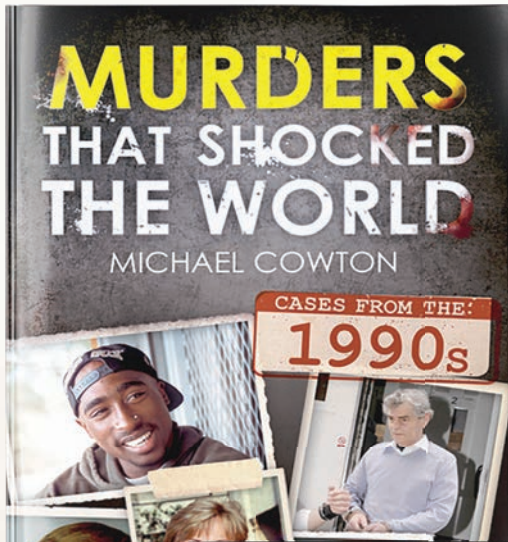
Writing in coffee shops to avoid debt collectors, the 36-year-old proto-Romantic had been addicted to opium for almost 20 years. If produced today, his *Confessions* would read more like Irvine Welsh's *Trainspotting*; with illicit drug deals, the constant threat of arrest and the whole miserable, sordid world of the outcast addict, demonised by politicians and mass media. But in the 19th century laudanum, a tincture of opium dissolved in alcohol, was as ubiquitous and legal as aspirin is today.

With the notable exception of William Wordsworth, all the English Romantics and many Victorian artists and writers were users. In the wider political context, the opium trade was the mainstay of the East India Company and therefore at the heart of the British economy to the point that the Empire fought two wars with China, the major buyer, when its rulers tried to outlaw the trade.

In *The Opium Eaters*, cultural historian Dr Stephen Carver examines the impact of opium abuse on the literature and politics of the 19th century – from Lord Byron sipping laudanum out of a crystal decanter to the opium dens of London's East End. He tells the story of the writers, the 'psychonauts' of their age, from De Quincey and the Romantics to the late-Victorians and early-Modernists, as well as looking at literary works which used opium as a major plot device, such as *The Moonstone*, *The Tenant of Wildfell Hall*, *Uncle Silas*, and *The Mystery of Edwin Drood*. In parallel, he covers the history of the scientific development of opium into morphine and heroin, changing societal views, and drug-related crime.



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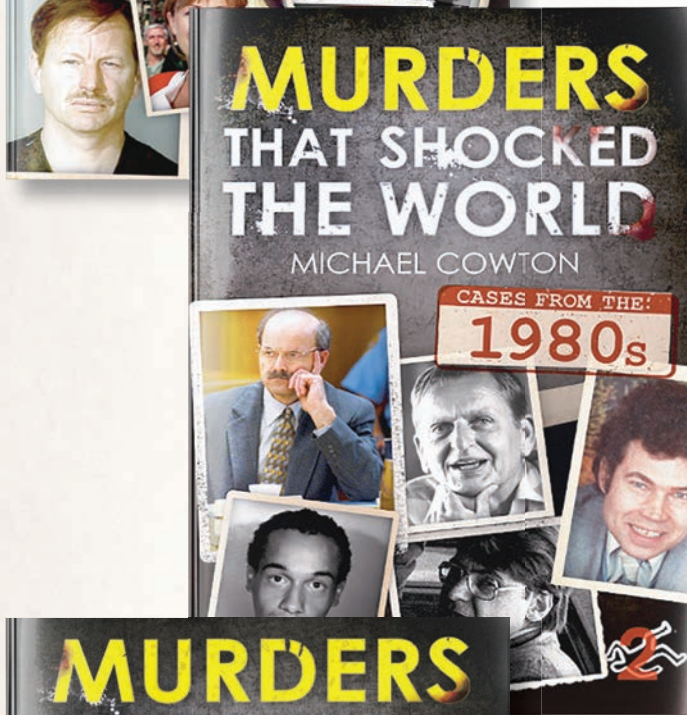
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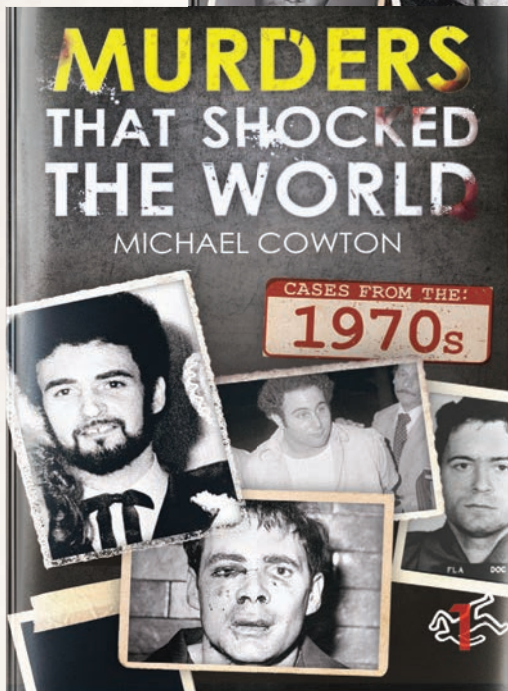
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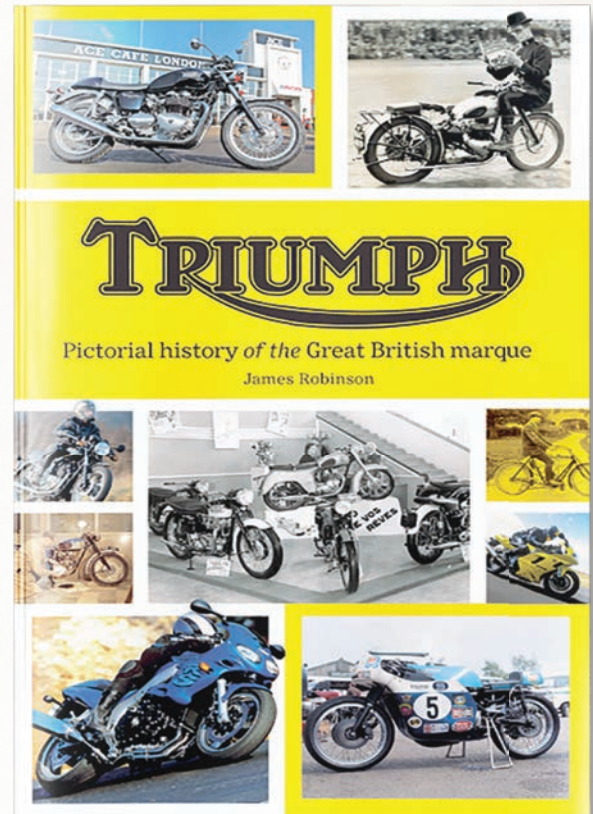
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TRIUMPH: PICTORIAL HISTORY OF THE GREAT BRITISH MARQUE

JAMES ROBINSON

Triumph is truly one of the most enduringly popular names in motorcycling. The word itself literally means to win and Triumph the motorcycle maker has, for the most part of its 100-plus years, been a world-class winner. Author James Robinson, editor of *The Classic MotorCycle* magazine, delves into the recesses of the Mortons photographic archive to find rare images of beautiful Triumph machines from every era of the company's history – from the early days in the late Victorian age to the Great War, the Vintage period (1918-1930), the 30s, the Second World War, the 1950s boom years, the cool 60s, the difficult 70s, the death and rebirth of Triumph in the 80s and beyond – right up to the present day.

- Format: Hardback 250mm x 190mm
- ISBN: 978-1-911658-58-0 • BIC: WGCK
- Release date: SEPTEMBER 7TH, 2021
- Price: **£14.99** US **\$22.99** • Pages: 144



THE RISE AND FALL OF KING COAL

NICK PIGOTT

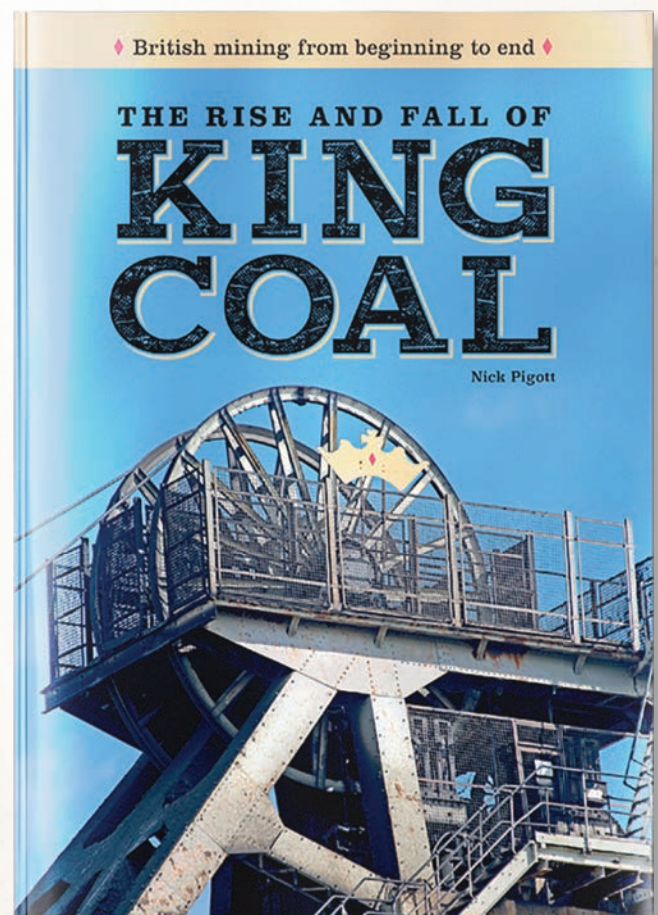
Deep-mined coal is no longer produced in the United Kingdom – the last of the country's collieries was closed at the end of 2015, causing the sun to set on a vast industry that at one time boasted 3,000 mines and employed well over a million workers.

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 fuelled 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.

- Format: Hardback 250mm x 190mm
- ISBN: 978-1-911658-63-4 • BIC: KNBC
- Release date: SEPTEMBER 7TH, 2021
- Price: **£14.99** US **\$22.99** • Pages: 144





THE FAIRBOURNE RAILWAY RECOLLECTIONS

NIGEL ADAMS

The Fairbourne Railway has run from Fairbourne village to Penrhyn Point since 1895.

In this volume we take a journey down the line and explore the stations, locomotives and carriages that combine together to make this narrow gauge line one of the most scenic and enjoyable lines in Wales.

• Format: Softback 169mm x 238mm • ISBN: 978-1-85794-586-7 • BIC: WGF WQN

• Release date: JANUARY 13TH, 2022 • Price: **£10** • Pages: 64

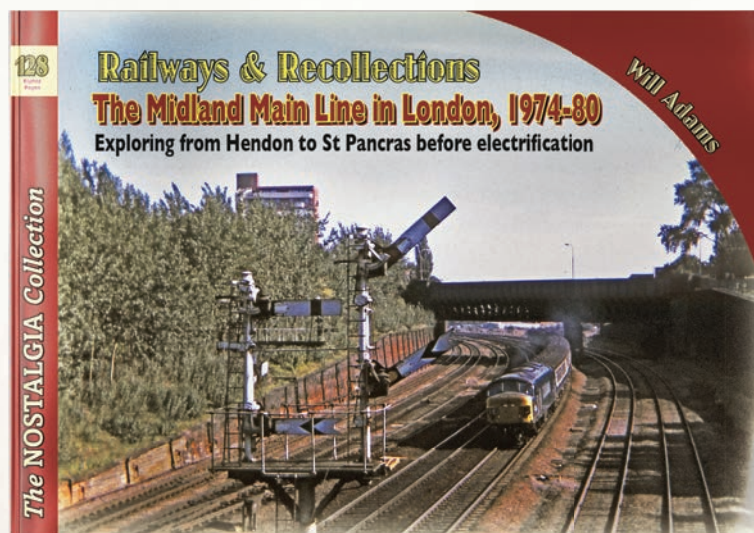
LOCOMOTIVES & RECOLLECTIONS: IRELAND'S GENERAL MOTORS DIESEL-ELECTRICS

PHILIP HORTON



• Format: Softback 169mm x 238mm • ISBN: 978-1-85794-599-7

• Pages: 64 • BIC: WGF WQN • Release date: AUGUST 18TH, 2021 • Price: **£10**



RAILWAYS & RECOLLECTIONS: THE MIDLAND MAIN LINE IN LONDON 1974-80

WILL ADAMS

- Format: Softback 169mm x 238mm
- ISBN: 978-1-85794-594-2 • BIC: WGF WQN
- Release date: AUGUST 21ST, 2021
- Price: **£10** • Pages: 80

RAILWAYS & RECOLLECTIONS: THE CROSS CITY LINE

JOHN WHITEHOUSE

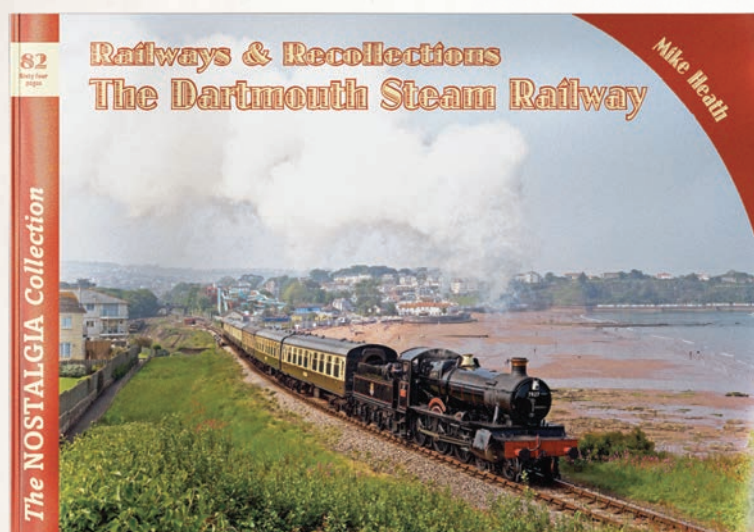
- Format: Softback 169mm x 238mm
- ISBN: 978-1-857945-93-9 • BIC: WGF WQN
- Release date: NOVEMBER 19TH, 2021
- Price: **£10** • Pages: 64



RAILWAYS & RECOLLECTIONS: THE DARTMOUTH STEAM RAILWAY

MIKE HEATH

- Format: Softback 169mm x 238mm
- ISBN: 978-1-857945-23-2 • BIC: WGF WQN
- Release date: AUGUST 18TH, 2021
- Price: **£8** • Pages: 64





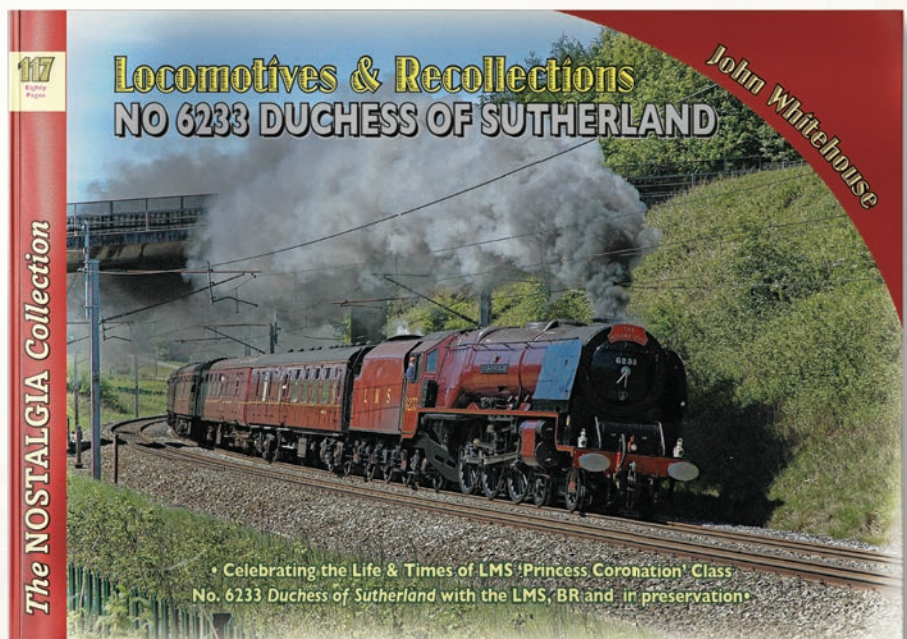
- Format: Softback 169mm x 238mm
- ISBN: 978-1-85794-588-1
- Release date: AUGUST 18TH, 2021
- Pages: 80 • BIC: WGF WQN • Price: **£10**

LOCOMOTIVES & RECOLLECTIONS: No 6233 DUCHESS OF SUTHERLAND

JOHN WHITEHOUSE

This book in the 'Railways and Recollections' series looks at the life and times of 46233 Duchess of Sutherland locomotive both in service and in preservation.

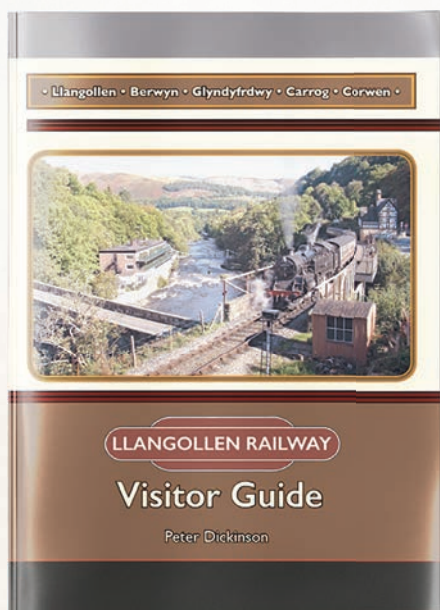
- Format: Softback 169mm x 238mm
- ISBN: 978-1-85794-589-8
- BIC: WGF WQN
- Release date: AUGUST 18TH, 2021
- Price: **£10** • Pages: 80



LOCOMOTIVES & RECOLLECTIONS: D1015 WESTERN CHAMPION

JOHN WHITEHOUSE

This, the 118th volume in The Nostalgia Collection's Railways & Recollections series follows Western Champion through its final few years in service with British Railways, and then takes up its story again when restored to main line workings in 2002. The author was one of the many who chased the 'Westerns' in those final hectic three years in BR service, and has since followed the progress of Western Champion around the country to locations such as the Kyle of Lochalsh, Edinburgh, Holyhead and Great Yarmouth, all, far away from its normal operating territory when with British Railways. Illustrated throughout with over 100 colour photographs, together with some classic black and white images for good measure, this volume is a celebration of the Life and Times of Western Champion in action.



- Format: Softback 238mm x 172mm
- ISBN: 978-1-857945-50-8 • BIC: WGF WQN
- Release date: SEPTEMBER 24TH, 2021
- Price: **£8** • Pages: 64

LLANGOLLEN RAILWAY VISITOR GUIDE

PETER DICKINSON

The Llangollen Railway is a full-sized standard-gauge line running regular steam-hauled passenger trains, used by visitors, tourists and enthusiasts alike, between Llangollen and Corwen. The line is the only standard-gauge heritage railway in North Wales and runs through a Site of Special Scientific Interest (SSSI), for a distance of 10 miles.

The journey is certainly an interesting one, for the railway closely follows course of the River Dee, crossed by the Dee Bridge a mile or so north of Llangollen station. The spectacular scenery of the Dee Valley can be viewed by the railway's passengers; the landscape is quite varied and largely unspoilt, being punctuated only by the occasional station, lovingly restored to its former glory.

The Llangollen Railway Visitor Guide is the ideal companion for a trip along this popular preserved line. The guide takes us station by station along the line and provides the history of the rebuilding of the railway, the facilities on offer, details of the locomotives and rolling stock that has been used on the line and much more. This book is sure to prove popular with visitors, would-be visitors and of course railway enthusiasts nationwide.

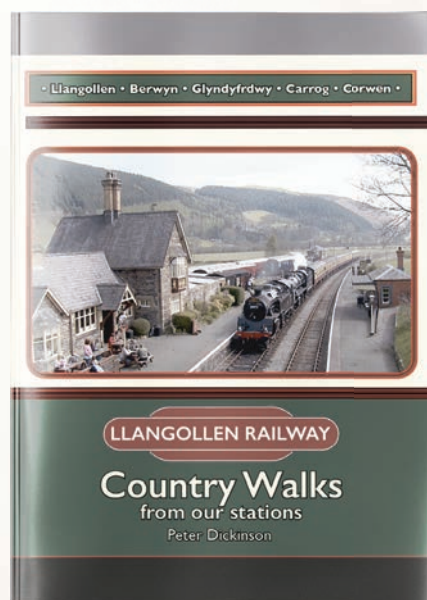
LLANGOLLEN RAILWAY COUNTRY WALKS FROM OUR STATIONS

PETER DICKINSON

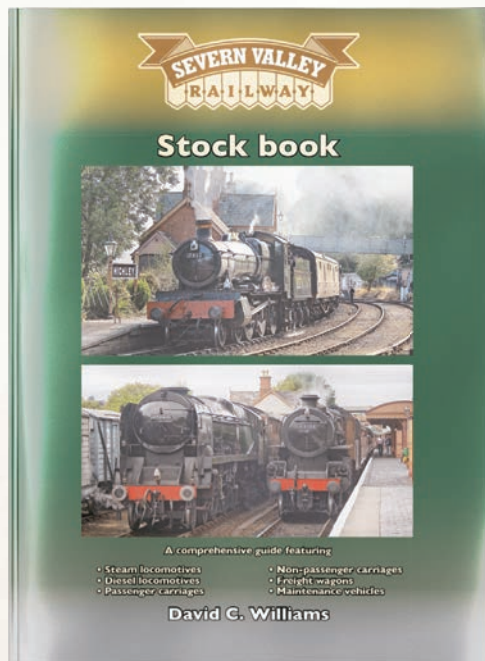
Featuring 10 country walks from the Llangollen Railway's stations as follows:

- Walk 1 - Old Railway from Llangollen to Trevor
- Walk 2 - Llangollen to Castell Dinas Bran
- Walk 3 - Plan Newydd Circular Walk
- Walk 4 - Llangollen to Berwyn
- Walk 5 - Horseshoe Falls Circular Walk
- Walk 6 - Llantysillio & Velvet Hill Circular Walk
- Walk 7 - Glyndyfrdwy Circular
- Walk 8 - Carrog to Glyndyfrdwy
- Walk 9 - Corwen to Care Drewyn
- Walk 10 - Old Railway from Corwen to Cynwyd

This handy guide has walks of varying lengths and levels from simple strolls to more challenging rambles. All feature the varied and beautiful scenery the Dee Valley has to offer.



- Format: Softback 210mm x 148mm
- ISBN: 978-1-857945-71-3 • BIC: WGF WQN
- Release date: AUGUST 5TH, 2021
- Price: **£6** • Pages: 64



- Format: Softback 238mm x 172mm
- ISBN: 978-1-857945-63-8 • BIC: WGF WQN
- Release date: SEPTEMBER 24TH, 2021
- Pages: 128 • Price: **£10**

MORE MEMORIES OF A DIDCOT STEAM APPRENTICE

PATRICK KELLY

The first volume of Pat Kelly's memoirs of his time with British Railways in the early 1960s, *Didcot Steam Apprentice*, was published in 2008, and found an enthusiastic audience.

Since then Pat has felt the need to dig deeper into his memories, and reveal much more detail about his day-to-day life at Didcot shed on BR's Western Region in the dying days of steam, as a young inexperienced 15-year-old thrown into the tough, uncompromising world of working men. His new book, hugely expanded, describes in detail some of the perilous and dirty jobs they did on and beneath the steam locomotives, long before the days of 'Health and Safety', and how he perfected his skills at the shed's forge. It also covers daily routines, initiation ceremonies, and his assorted workmates, some friendly, and some whose greatest pleasure was trouble-making and back-biting. In particular he describes his warm, encouraging and almost father-and-son relationship with his mentor, lifting shop fitter Jim Tyler, and with the running and maintenance foreman, Arthur Brinkley. Almost novelistic in its breadth, Pat's book also tells of his difficult home life, his close friendships and his girlfriends, the latter strongly disapproved of by his domineering mother.

Here then is the enthralling story of a boy learning to hold his own in a man's world, revealed in fascinating detail and told with great honesty. Featuring not only Didcot shed, but also spells at Swindon, Reading and Old Oak Common, it will appeal to anyone who has ever found themselves in a similar situation, as well as railway historians and enthusiasts.

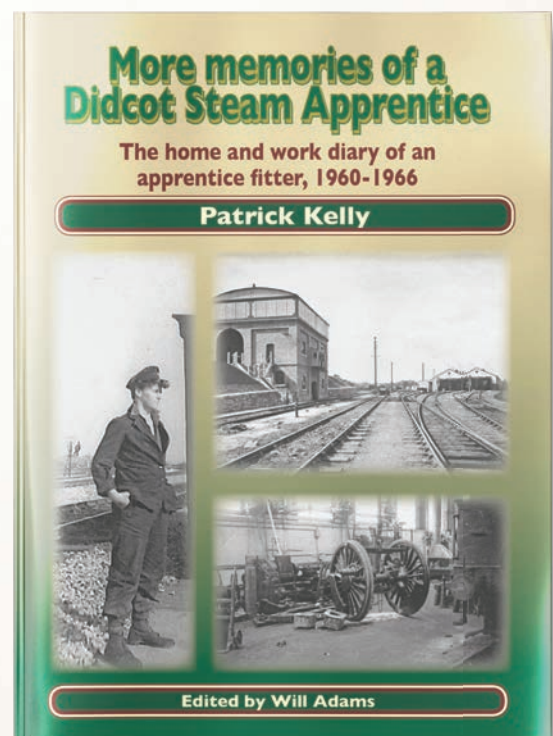
SEVERN VALLEY RAILWAY STOCK BOOK

DAVID C. WILLIAMS

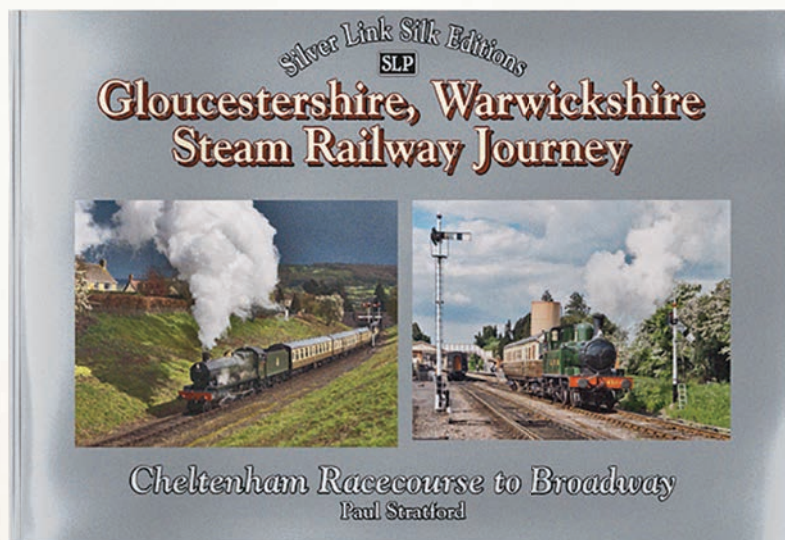
Over the years the Severn Valley Railway (SVR) has amassed a magnificent collection of locomotives, carriages, freight wagons and maintenance rolling stock. This volume is the long-awaited new edition, the first to be produced by Silver Link in association with the SVR, and follows the popular Visitor Guide, recently published and selling fast!

Compiled by David C Williams, a founder member and director of the railway, with contributions from fellow SVR volunteers and enthusiasts, this comprehensive volume covers all current stock on the railway and also includes details of many past visiting and resident items. Comprehensive details are provided for each item covered and the illustrations provide ease of recognition. Railway modellers will find the information contained within these pages of particular interest as they seek to extend their collection of rolling stock.

The SVR has an extensive collection of carriages spanning many eras of British railway history and can for the most part when required pair the correct locomotive with the correct rolling stock to represent the period desired. Featuring both steam and diesel locomotives, large and small, static, in service or under restoration, this volume is sure to prove popular.



- Format: Softback 238mm x 172mm
- ISBN: 978-1-857945-72-0 • BIC: WGF WQN
- Release date: JANUARY 13TH, 2022
- Pages: 172 • Price: **£20**



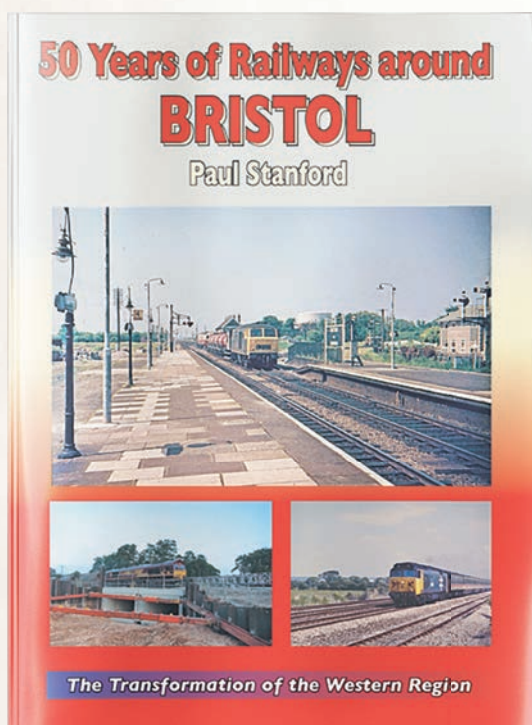
**GLOUCESTERSHIRE,
WARWICKSHIRE
STEAM RAILWAY
JOURNEY**

PAUL STRATFORD

- Format: Hardback 169mm x 238mm • ISBN: 978-1-857945-56-0 • BIC: WGF WQN
- Release date: AUGUST 16TH, 2021 • Price: £25 • Pages: 128

**50 YEARS OF RAILWAYS
AROUND BRISTOL**

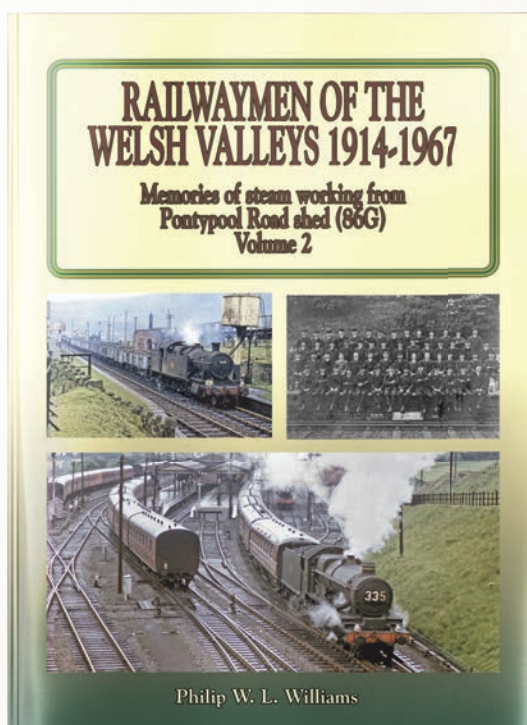
PAUL STANFORD



- Format: Hardback 238mm x 169mm
- ISBN: 978-1-857945-66-9 • BIC: WGF WQN
- Release date: AVAILABLE NOW
- Price: £25 • Pages: 160

**RAILWAYMEN OF THE
WELSH VALLEYS VOL 2**

PHILIP W. L. WILLIAMS



- Format: Hardback 269mm x 172mm
- ISBN: 978-1-85794-590-4 • BIC: WGF WQN
- Release date: OCTOBER 24TH, 2021
- Price: £35 • Pages: 272

THE LAST DAYS OF BR STEAM IN WESSEX - WESTERN REGION

PHILIP HORTON



In his earlier book 'The last years of BR Steam around Bath' (Silver Link 'Railways & Recollections' No. 64, 2016) the Author described his early interest in trainspotting in 1959/60. At the time the changing railway scene was all too evident. The Author therefore decided to attempt to record these changes pictorially, initially using his Box Brownie camera. This book extends his search from Bath to the lines of BR's Western Region in the neighbouring counties, an area often referred to as 'Wessex'. Here the Region's boundary is taken as the one which existed between 1959 and 1962. Subsequent major changes to this boundary are also described.

Each Chapter follows one of the Region's mainlines through the area. These include the former Midland lines from Bristol along with the northern half of the old Somerset & Dorset Joint Railway from Bath (Green Park) to Templecombe. Points of particular interest to a 'trainspotter' of the day along each line are noted while lists of numbers, compiled by the Author, are given for many of the engine sheds passed.

Photographic coverage extends from 1960 to the last steam workings which, on the Western Region, (almost) ended in December 1965. Coverage of the early scene is much enhanced by the inclusion of the colour photographs of Mr. M E J Deane which appear courtesy of Ian Bennett. The lines of BR's Southern Region during this period are described by the Author in a companion volume 'The last years of BR Steam in Wessex: Southern Region' (Silver Link 'Railways & Recollections: ' No. 111).

• Format: Softback 169mm x 238mm • Pages: 128

• ISBN: 978-1-85794-576-8 • BIC: WGF WQN

• Price: £8 • Release date: AUGUST 18TH, 2021

THE LAST DAYS OF BR STEAM IN WESSEX - SOUTHERN REGION

PHILIP HORTON



This book forms the last of a trilogy by the same Author which record the decline of BR steam 'Wessex'. The Author's first book 'The last years of BR Steam around Bath' (Silver Link 'Railways & Recollections' No. 64, 2016) describes the situation in and around the City. The Author soon extended his search to the lines in the neighbouring counties. His second book: 'The last years of BR Steam in Wessex: Western Region' (Silver Link 'Railways & Recollections' No. 110, 2020), covers the lines of BR's Western Region.

In this book the same treatment is given to the lines of BR's Southern Region. Each Chapter follows the Region's mainlines, including the southern half of the old Somerset & Dorset. The boundaries of the two respective regions are as they existed between 1959 and 1962.

The major changes to regional boundaries which occurred subsequently, which particularly affected the SR lines, are also described. Points of particular interest to a 'trainspotter' of the day along each line is noted while lists of numbers, compiled by the Author, are given for the engine sheds passed. Photographic coverage extends from 1960 to the last steam workings which, on the Southern Region lasted until July 1967.

Coverage of the early scene is much enhanced by the inclusion of the colour photographs of Mr. M E J Deane which appear courtesy of Ian Bennett.

• Format: Softback 169mm x 238mm • Pages: 172

• ISBN: 978-1-85794-577-5 • BIC: WGF WQN

• Release date: AUGUST 18TH, 2021 • Price: £8

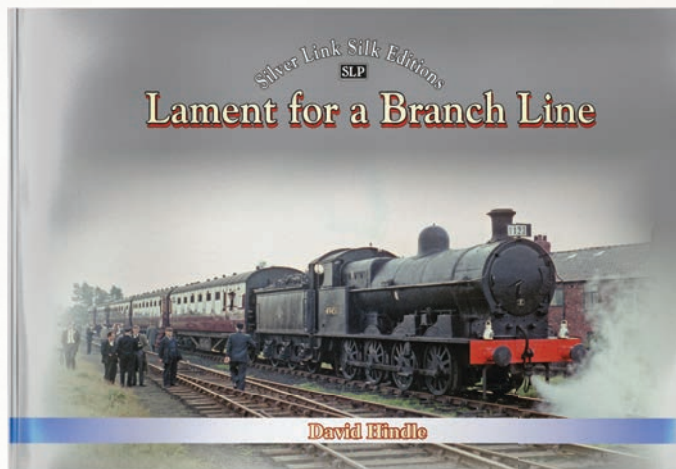
LAMENT FOR A BRANCH LINE

DAVID HINDLE

- Format: Hardback 169mm x 238mm
- ISBN: 978-1-857945-95-9 • BIC: WGF WQN
- Release date: AUGUST 16TH, 2021
- Pages: 144 • Price: **£30**

David Hindle's latest profusely illustrated book traces the evolution and complete history of the Preston to Southport branch from its opening on the 5th September 1882 in time for the Preston Guild celebrations of that year to closure on the 6th September, 1964, a victim of the swinging axe of Doctor Richard Beeching. Of the many books that he has previously produced, the writings of well-known local social historian, David John Hindle encompass an incredibly diverse range of topics including natural history, life in Victorian Preston, fell and bird watching walks and even the history of the theatres and music halls of Britain, in which he establishes a link with the coming of the first railways.

As a born and bred Prestonian, young David took the opportunity to go train spotting at Preston station, within sight and sound of the much lamented Southport branch line. The *raison d'être* for the construction of this railway



was to link the industrial town of Preston, with a more direct route to the growing seaside town of Southport, some fifteen miles to the south west, and hence it was named the West Lancashire Railway by the owners, before being amalgamated with the Lancashire and Yorkshire Railway in 1897.

All that you are about to read is the culmination of the author's extensive knowledge and personal experience of this railway in which he chronicles a definitive and fascinating history of a very interesting branch-line, as well as the integrated Liverpool, Southport and Preston Junction and the enigmatic Tarleton branch line. All aboard and don't miss the very last train!

PASSENGERS ONCE MORE SCOTLAND

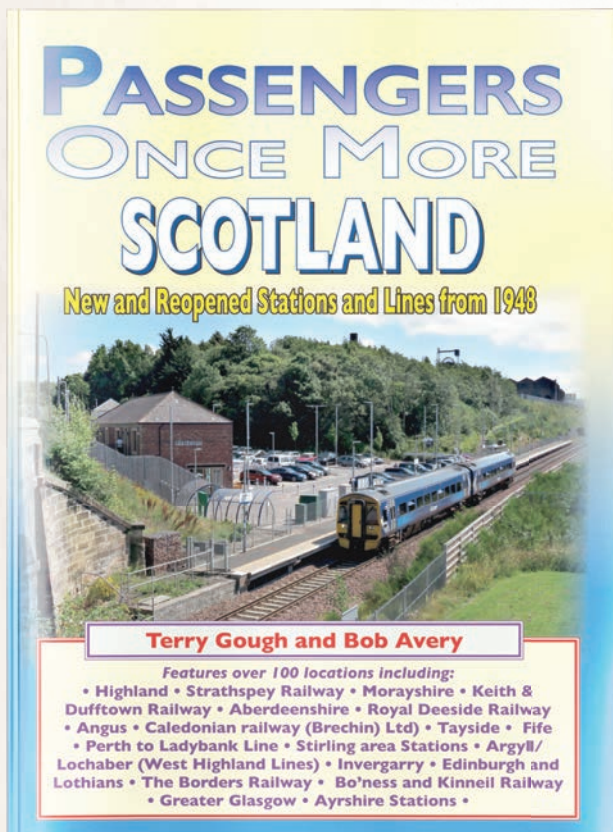
TREVOR GOUGH AND BOB AVERY

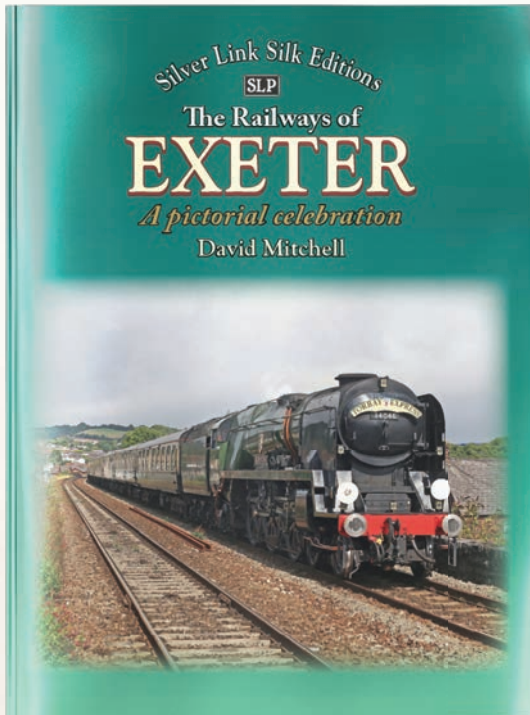
Passengers Once More is a series of books charting reinstated or new stations and lines on Britain's rail network since nationalisation in 1948. Arranged in line and geographical order, each book in the series is copiously illustrated with photographs of all the locations featured.

Data provided for each location includes:

- Opening, closing and reopening dates
 - Map reference
 - The original railway company and the company currently managing the station
 - Reference details to photographs of the same location published in the British Railways Past & Present series.
 - Comments on the frequency of the service, reasons for opening/reopening and other features as appropriate.
- This fifth book in the series, by Terry Gough and Bob Avery, takes us to Scotland, covering all relevant stations and lines from the smallest halt to the major station developments and the popular new line reopenings.

- Format: Hardback 169mm x 238mm
- ISBN: 978-1-857945-95-9 • Pages: 144 • BIC: WGF WQN
- Price: **£30** • Release date: AVAILABLE NOW





THE RAILWAYS OF EXETER

DAVID MITCHELL

• Format: Hardback 276mm x 213mm

• ISBN: 978-1-857944-74-7

• Pages: 128

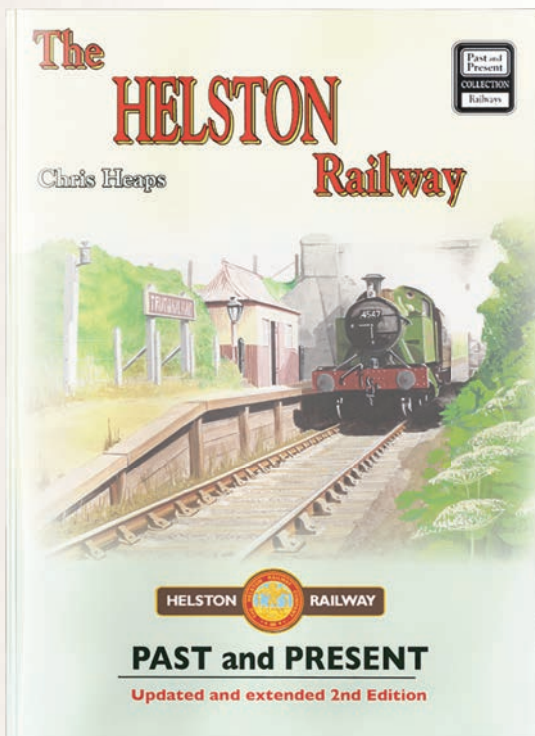
• BIC: WGF WQN

• Release date: APRIL 1ST, 2022

• Price: **£40**

THE HELSTON RAILWAY PAST & PRESENT (NEW EDITION)

CHRIS HEAPS



• Format: Softback 238mm x 172mm

• ISBN: 978-1-85895-303-8 • BIC: WGF WQN

• Release date: MAY 22ND, 2022

• Price: **£20** • Pages: 144

Helston is world-famous for its annual 'Furry Dance', which takes place in early May to welcome the spring. For transport enthusiasts, however, it is equally famous as the location of the most southerly railway station in the UK, and the starting point of the first railway-operated motor omnibus service in Great Britain, introduced by the GWR in 1903.

Although plans for a railway were laid in the 1840s, it was not until May 1887 that the branch from Gwinear Road opened, winding through the Cornish countryside to Helston, some 8 miles away. In 1898 it was taken over by the GWR and settled down to the quiet existence of a rural branch line serving the local community.

Rumours of closure began to circulate in the early 1960s, and in November 1962 the last passenger train ran, even before Dr Beeching took his axe to the BR system. This was the first branch in Cornwall to lose its passenger service since the war. Goods traffic continued for a further two years, then the line was closed and lifted.

Happily that was not to be the end of the story. The Helston Railway Preservation Society was formed in 2001, and in 2005 work began to clear more than 40 years of vegetation between Nancegollan and Truthall Halt. Track-laying commenced in 2006, and by the early summer of 2010 a new station had been completed at Trevarno; the project was subsequently awarded the Ian Allan Publishing Heritage Railway of the Year Award.

May 2012 marked the 125th anniversary of the opening of the Helston Railway, and the first edition of this fully illustrated history of the branch, from inception to closure, was published to mark that important date and to celebrate the re-commencement of passenger services on one small part of the line as a new popular tourist attraction. This new expanded 2nd edition brings the story up to date.



BRITISH STEAM IN COLOUR 1957 - 1975: A PERSONAL JOURNEY THROUGH THE COLOUR SLIDE COLLECTION OF NORMAN HARROP

GRAHAM NICHOLAS

Graham Nicholas traces the journey of trainspotter and rail photographer Norman Harrop through the 1950s golden age of steam and beyond. The story begins during steam's Indian Summer from 1957-1960 when Norman captured the glory of the traditional steam railway in his colour slides.

The winds of change were blowing from 1961 to 1964 as Norman recorded early production diesels and electrification schemes beginning to displace top link locos onto secondary workings. He regularly travelled to the four corners of the network, to the South West, Scotland and the North East, photographing the scenes he encountered along the way.

During the period of 1965-1968 the frenetic urge to record the passing of the steam locomotive was gaining momentum. Despite the ever more depressing scenes, Norman stuck with it to create his own poignant record of the final run down of steam.

Located in the North West, Norman was one of several railway

enthusiasts who congregated at Stockport Edgeley shed, leading to the successful campaign to save Stanier Jubilee 45596 'Bahamas'. The story of its entry into preservation was comprehensively captured on Norman's camera.

From 1969 to 1975, Norman's preservation career with 'Bahamas' continued with the creation of the Dinting Railway Centre, together with capturing scenes at other preservation centres and early mainline preserved locos. The book concludes with the legendary 1975 Shildon cavalcade where Norman had a privileged view behind the scenes.

• Format: Hardback 169mm x 238mm

• ISBN: 978-1-857945-61-4 • BIC: WGF WQN

• Release date: AUGUST 16, 2021

• Price: £25 • Pages: 128

ONE YOUNG LAD'S LATER TRAINSPOTTING TRIPS WITH A CAMERA 1961-1964

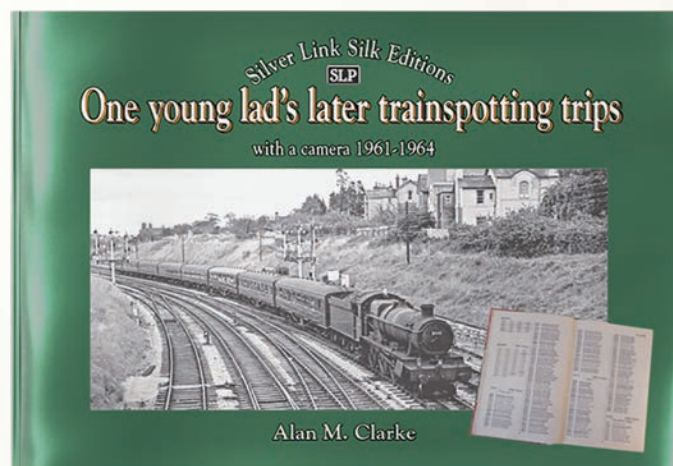
ALAN M. CLARKE

Like so many youngsters in the 1950s and 1960s, Alan Clarke was a keen railway enthusiast and spent a number of years out and about with his ABC Combined Volume and his camera at various rail-related locations up and down the country.

Living in the middle of the country enabled young Alan to visit a number of British Railways regions, thereby gathering a wider range of locomotive numbers and types, faithfully underlining them in his combined volume and, when pocket money allowed, taking pictures as he went along.

These pictures form the basis for this second volume of reminiscences of years gone but not forgotten.

The development of Alan's photographic skills unfolds before us in these evocative black and white images. Each image is accompanied by a detailed caption. The photographs are arranged in sections, one



for each trip, with an explanatory introduction to each. The quality hardback Silver Link Silk Editions are limited print runs and are not intended to be available for long, so grab them while you can! There are just a few copies of the first two volumes in the set available

• Format: Hardback 169mm x 238mm

• ISBN: 978-1-857945-55-3 • BIC: WGF WQN

• Release date: AUGUST 16TH, 2021

• Price: £25 • Pages: 128

RAILWAYS THROUGH THE AGES

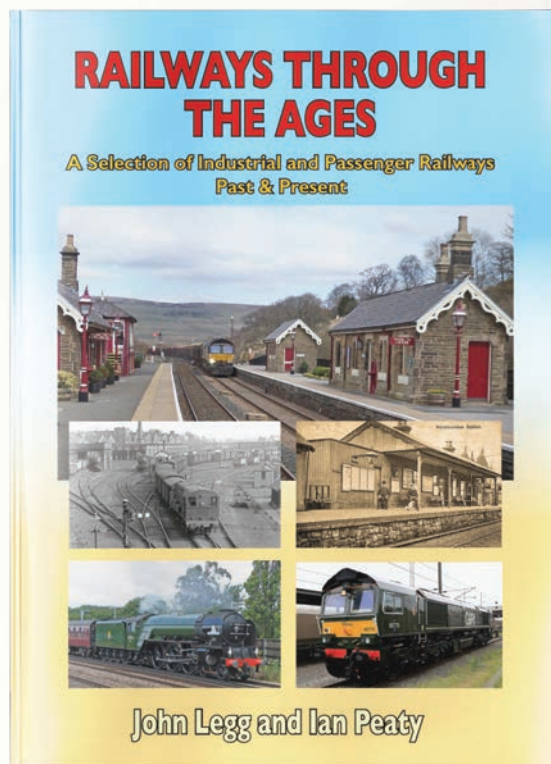
A SELECTION OF INDUSTRIAL AND PASSENGER RAILWAYS PAST & PRESENT

JOHN LEGG AND IAN PEATY

From their early beginnings until today, railways have been an important part of the industrial and commercial fabric of this country with lines running to all major towns and cities providing necessary connections for both freight and passengers. In past decades an abundance of both standard and narrow gauge railways existed, working small branch lines connecting both outlying villages and industrial sites with small private networks. Most have closed, but some have successfully resurrected themselves as heritage railways mainly supported by loyal volunteers.

However, some industrial sites still have flourishing internal railways that connect to our National Network. Also, railway infrastructure has modernised to reflect the times we live in.

It is impossible to include all these railways worthy of mention in this book, but have chosen a cross section that we believe the reader will find interesting. The book includes a mixture of old and new, standard gauge, narrow gauge, industrial, heritage lines, stations and infra structure. Some areas have been included as they have interesting mixtures of the above and others because they offer unique insights in what used to be

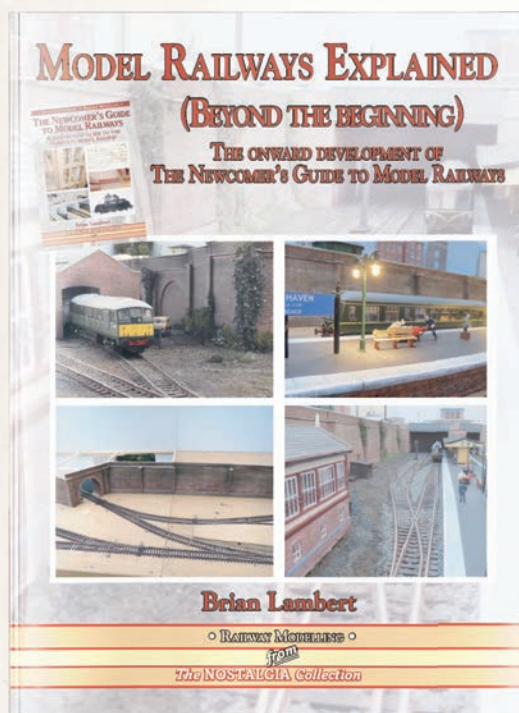


• Format: Hardback 238mm x 172mm

• ISBN: 978-1-85794-597-3 • BIC: WGF WQN

• Release date: OCTOBER 24TH, 2021

• Price: **£25** • Pages: 128



MODEL RAILWAYS EXPLAINED (BEYOND THE BEGINNING)

BRIAN LAMBERT

The author writes: 'My hobby has been model railways for many years, since I was given a Tri-ang Princess Elizabeth train set for Christmas as an eight-year-old schoolboy. Over the years I have gained much modelling knowledge from practical experience and belonging to model railway clubs, quite apart from the wealth of knowledge gained from working on the 'real thing' from a young post-school teenager through to my retirement.

My first published book, *The Newcomer's Guide to Model Railways* (ISBN 98-1-85794-329-0) has, I am told, proved to be very popular and has given many readers a great helping hand in their hobby. So it has been deemed necessary that I should produce a second book, which would enhance the first without covering the same ground too much.

While in these pages I write about generic items and often reference the real thing, there are many regional variations, and these cannot be taken into account within the confines of this book. Therefore I would recommend that, before starting any regional or era-based project, you undertake a good deal of research to gain the correct facts. Internet searches, books and perhaps visits to preserved railways or to the national network will usually reveal plenty of detail.

If you are starting out in the hobby or returning to it after several years of absence and have not obtained a copy of *The Newcomer's Guide to Model Railways*, I suggest it might be an advantage to obtain one. I hope you enjoy the items you are about to read and hopefully they will help and possibly nudge you into producing a great model railway layout. Remember – think safely, then act.

• Format: Softback 238mm x 172mm

• ISBN: 978-1-857945-45-4 • Pages: 160

• Release date: SEPTEMBER 24TH, 2021

• Price: **£20** • BIC: WGF



Silver Star Motor Services was formed in September 1923, when partners, Eddie Shergold and Ben White purchased in September 1923 a new Ford T chassis with canvas-hooded 14-seat body registration No HR9447.

The partners commenced a regular service between Allington (the original base) and the Porton Camps, via Winterbourne Gunner, Winterbourne Dauntsey and Winterbourne Earls to Salisbury. Wilts & Dorset had begun operations in 1915 and Silver Star's arrival in the Bourne Valley proved to be the start of a long rivalry between the two competing operators. The silver Star fleet grew steadily and by 1905 it had five vehicles based at their new Porton Camp depot. The fleet included a Rolls Royce chassis sporting a highly polished aluminium body. So pleased were the partners with this 20 seater vehicle they added a further Rolls Royce chasied vehicle but this time with a six wheeled version. Following the implementation of the 1930 Road Traffic Act, Silver Star applied for licences to operate daily stage carriage services from Allington to

BUSES, COACHES & RECOLLECTIONS: SILVER STAR

DAVID PENNELS

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- Release date: TBC
- Price: £30 • Pages: 128

Salisbury via Porton Camp; from Salisbury to Sling, via Amesbury and Bulford Camp, and from Salisbury to Andover, via Amesbury, Bulford Camp, Tidworth and Ludgershall, as well as tours and excursions licences from Porton Camp and Salisbury. When the application were heard, the Traffic Commissioners granted licences for all the stage carriage services except the Salisbury to Andover route. The tours and excursions licence from Salisbury was also refused, however In 1933 additional excursion licences were granted from Bulford Camp, after Silver Star had taken over the licences of Hawkins of Durrington and others based there. The lucrative military band transportation work in the 1930s led Silver Star to eventually develop a considerable volume of work transporting service personnel the length and breadth of the country, in addition to their stage carriage work.

The following years saw many ups and downs, as readers will learn, until Silver Star closed in 1963 being taken over by Wilts & Dorset

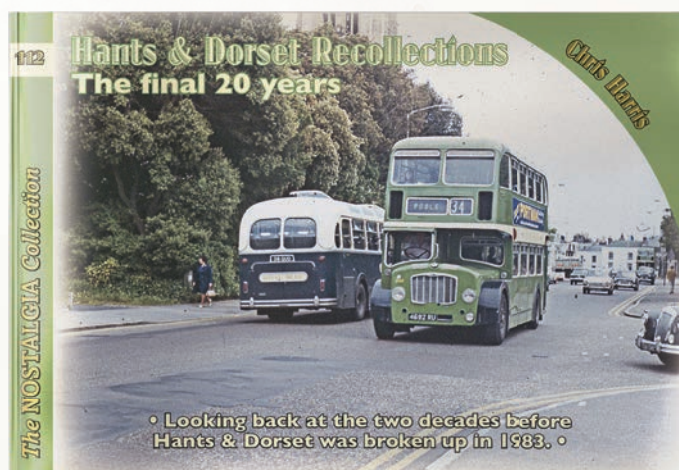
HANTS & DORSET RECOLLECTIONS: THE FINAL 20 YEARS

CHRIS HARRIS

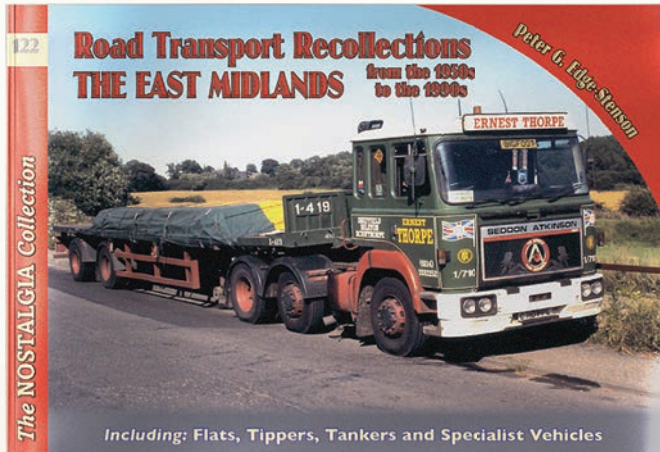
Many people still remember Hants & Dorset with great affection, although the name disappeared from the sides of buses in Central Southern England in April 1983, when the Company was broken up into smaller operating units.

The last 20 years of Hants & Dorset – from 1963 to 1983 – was a particularly eventful time; significant happenings during that period included taking over the management of the Salisbury-based Wilts & Dorset Motor Services, becoming part of the National Bus Company which resulted in a change of fleet livery from green to red, serious vehicle shortages, the gradual conversion to 100% driver only operation, and many other milestones.

This book illustrates this very interesting period, and fully captures the atmosphere of this fascinating time in local history; few people in 1963 could have predicted the happenings of the coming two decades, or how different the transport scene would look by 1983.



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ROAD TRANSPORT RECOLLECTIONS: THE EAST MIDLANDS FROM THE 1950s TO THE 1990s

PETER G. EDGE-STENSON

This latest volume, No 122 in the Recollections series takes us on a nostalgic road trip to the past for a look at the changing picture of road transport in the East Midlands during the period from the 1950s through to the 1990s.

The range of vehicles covered includes Flats, Tippers, Tankers and Specialist vehicles. The variety of different makes of vehicle will surprise many readers and will no doubt bring those memories flooding back, back to the days when there were far fewer vehicles on the road and the pace of life seemed altogether more relaxed.

The names on the lorries will also be familiar to some, less so to others, but once again there is a wide variety. There are well known national company

names and smaller local operators; some will have been lost in the mist of time while others continue to flourish in the present day.

The vehicles featured are all tasked with a job to do, carrying a wide range of loads. There is a section for example that features circus and amusement vehicles many of which have been adapted from a more standard vehicle adding to the overall variety.

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• Price: £8 • Pages: 64



TRAM & TROLLEYBUS RECOLLECTIONS 1958 (GLASGOW, SHEFFIELD, LEEDS & LONDON)

HENRY CONN

In a previous volume in this series, number 60, 1958 buses, coaches trams and trolleybuses were featured from Fort William to Southampton. In this volume, we take another look at the year 1958, this time featuring the trams of Glasgow, Leeds and Sheffield and the trolleybuses of London with rare colour and black and white views from the cameras of David and John Clarke. For the younger reader there are wonderful views of trams and trolleybuses that they will never have seen. For those old enough to remember the trams and trolleybuses we hope to provide memories of school day journeys, times perhaps spent tram spotting and generally visiting

interesting locations.

This is a collection of never before seen views, not just of trams and trolleybuses, but about the people who ran them and the areas in which they operated; these images are true social history.

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TRAMS AND RECOLLECTIONS: EDINBURGH 1956

HENRY CONN

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- Release date: JANUARY 13TH, 2022
- Price: £8 • Pages: 64

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

This is the first book in a series that will be featuring the

wonderful views of David and John Clarke taken in the year 1956. The author has, in a number of previous books, featured a large number from Davids collection, not so many from Johns. On 2nd, 3rd and 12th July, David and John visited Edinburgh and the collection of rare, evocative and unpublished views that follows are a record of their visit. The author most most sincerely thanks David and John for access to their rare and wonderful collection of negatives and slides. Note, that all the views are in chronological order, with David and John, on the same day, many miles apart.

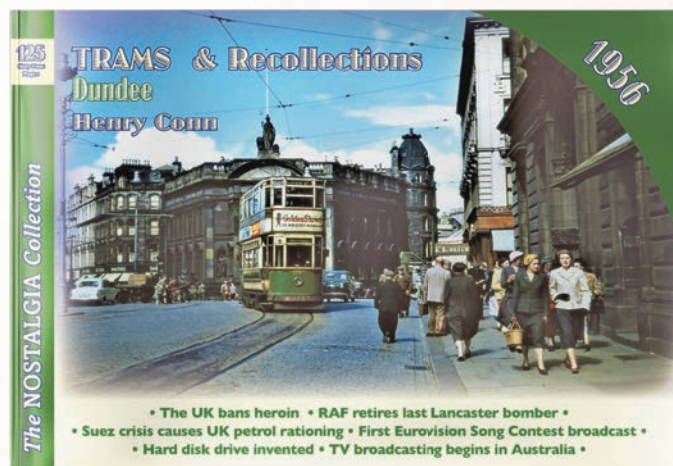
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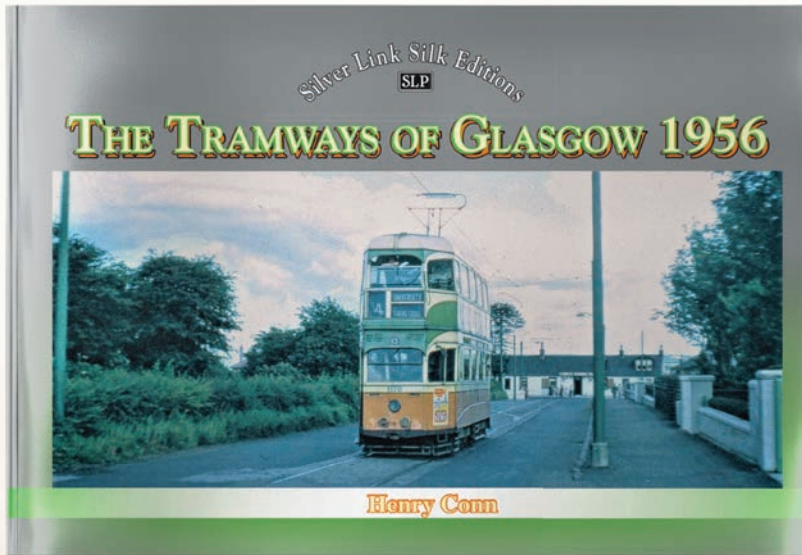
The Blackness to Downfield tram route was withdrawn on 26 November 1955 and this left by the start of 1956 the Lochee to Reform Street, Ninewells/West Park to Maryfield routes still operating.

In this the third book in a series that will be featuring the wonderful views of David and John Clarke taken in the year 1956. The author has, in a number of previous books, featured a large number from Davids collection, not so many from Johns. On 9th and 11th July, David and John visited Dundee and the collection of rare, evocative and unpublished views that follows are a record of their



visit. The author most sincerely thanks David and John for access to their rare and wonderful collection of negatives and slides. Note, that all the views are in chronological order, with David and John, on the same day, miles apart.

On the night of 20th/21st October the last tram, car 25 ran, and such was the numbers of spectators that it did not reach High Street until 12:50am. Sadly, the Dundee trams were burned and reduced to scrap metal; a similar fate in May 1958 would befall Aberdeen's trams.



THE TRAMWAYS OF GLASGOW 1956

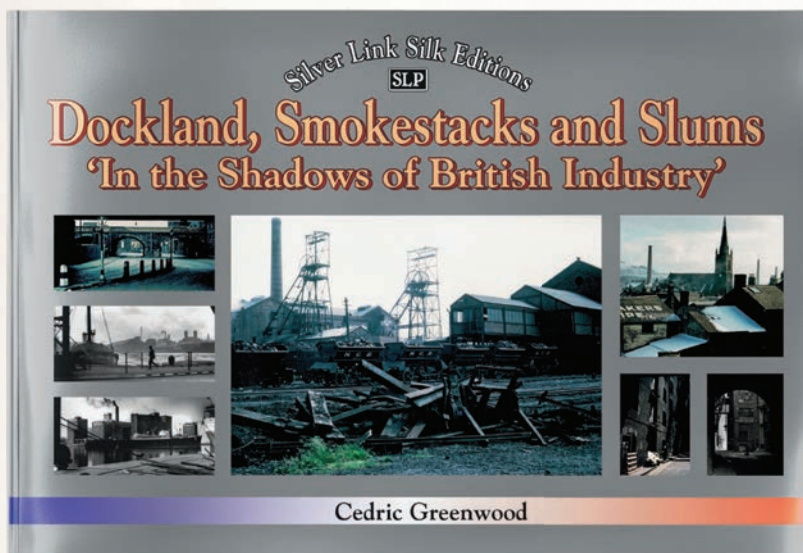
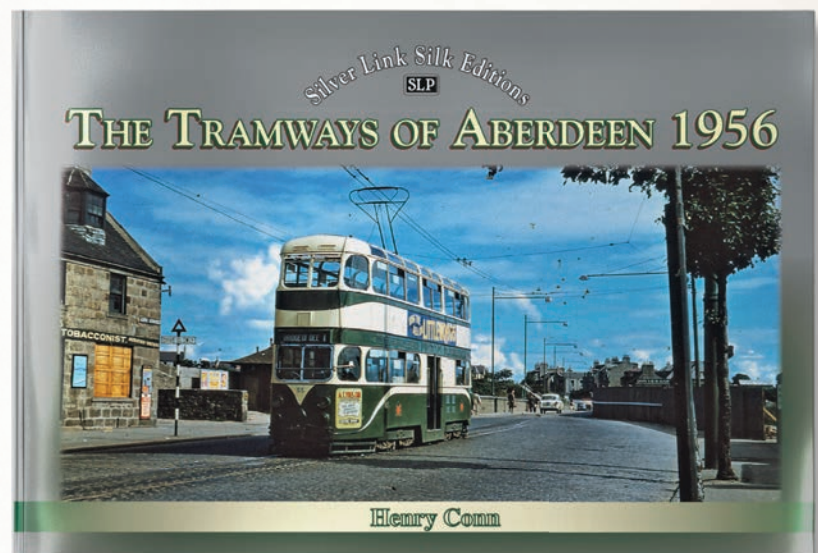
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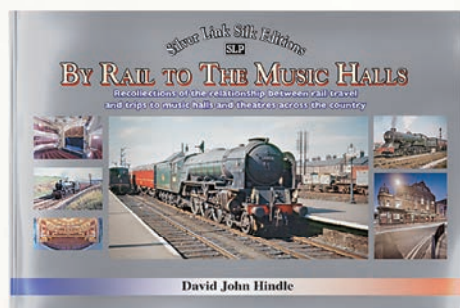


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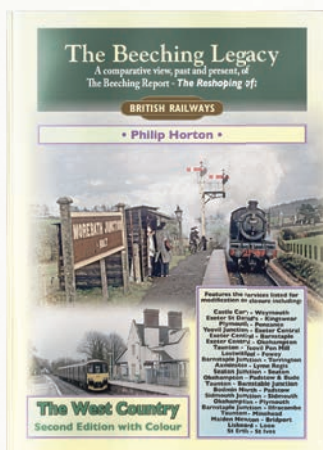
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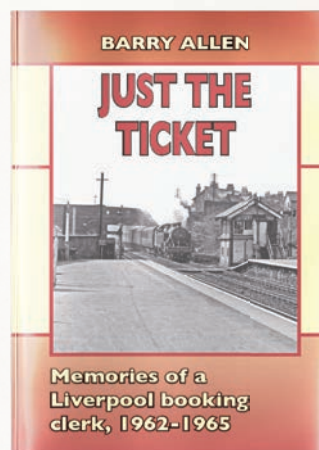
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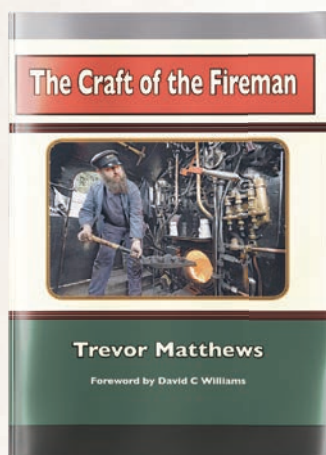
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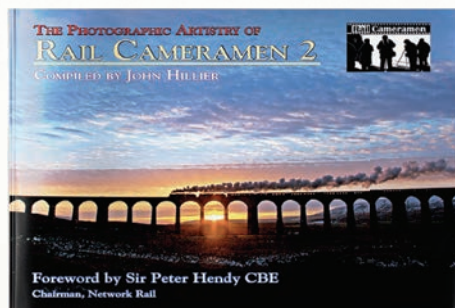
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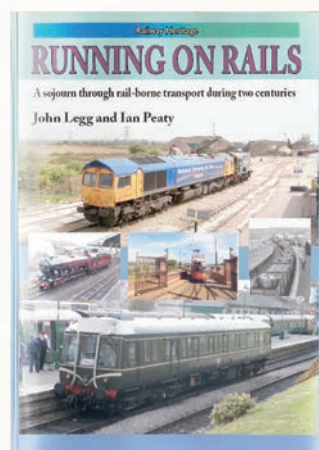
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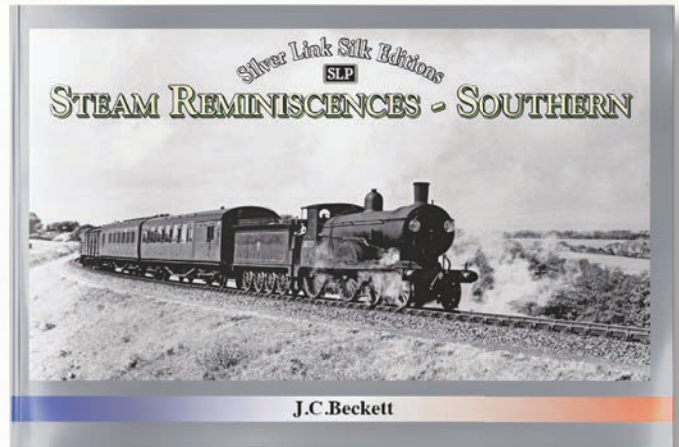
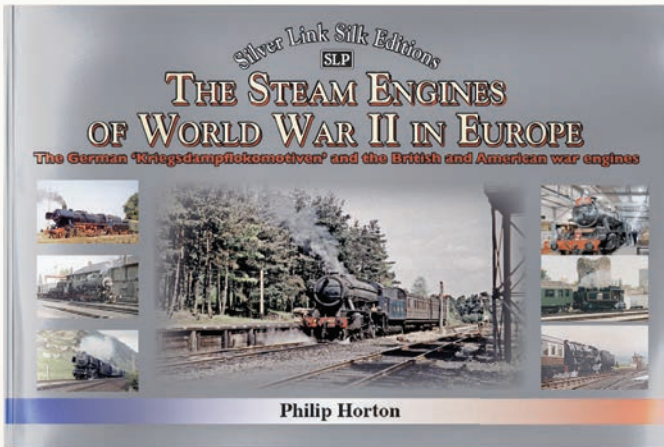
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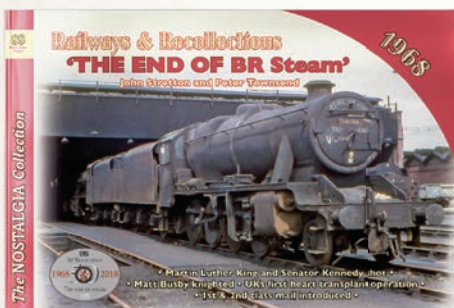
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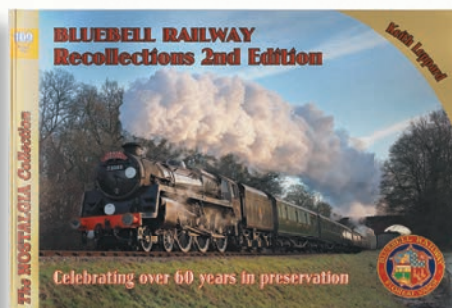
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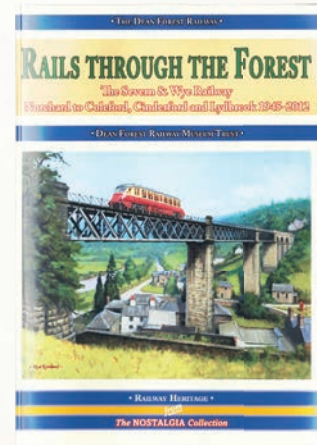
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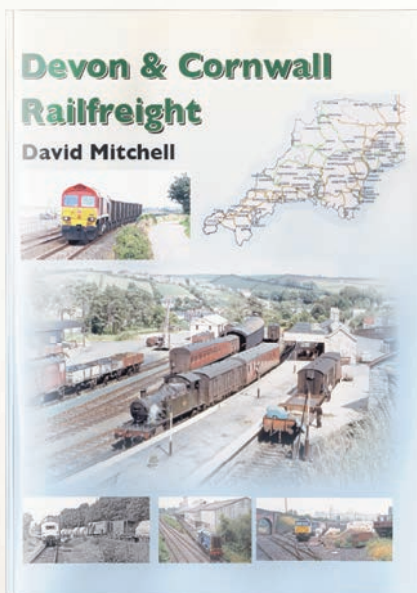
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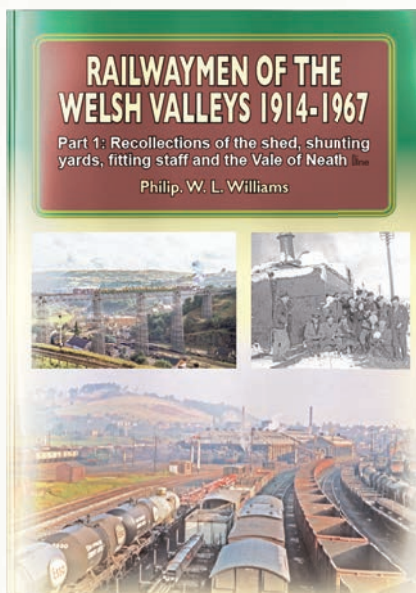
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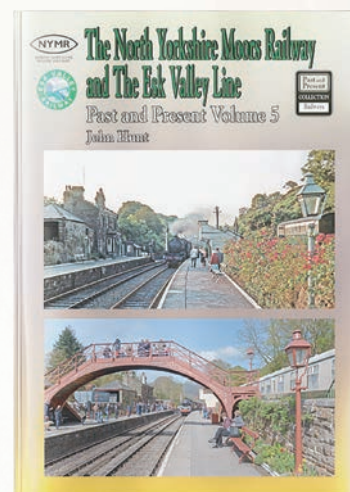
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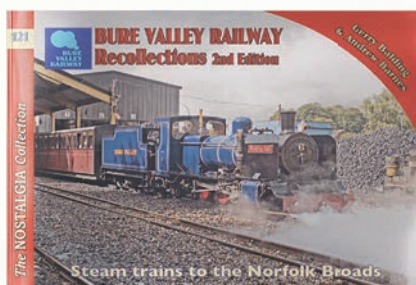
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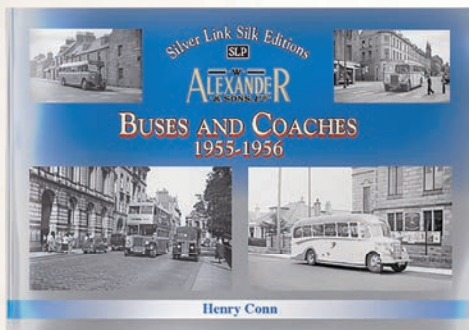
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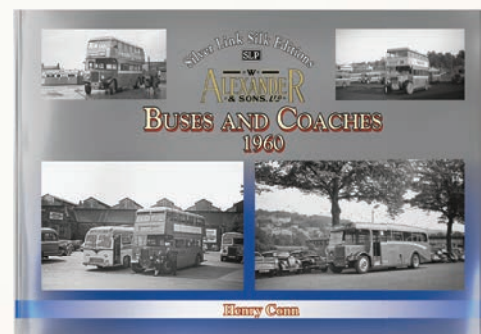
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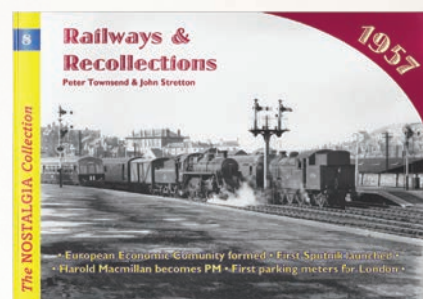
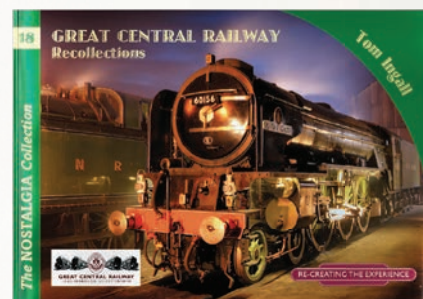
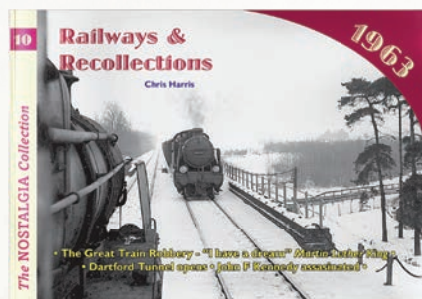
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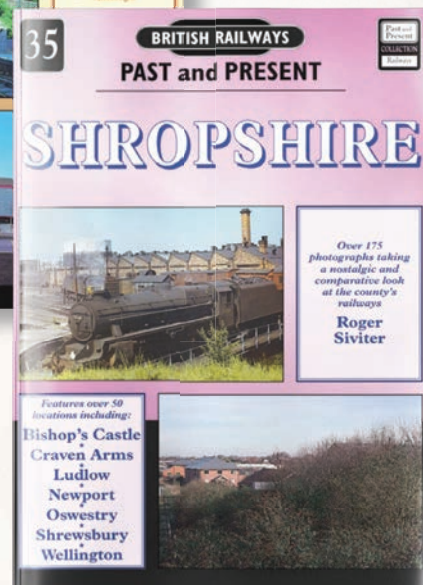
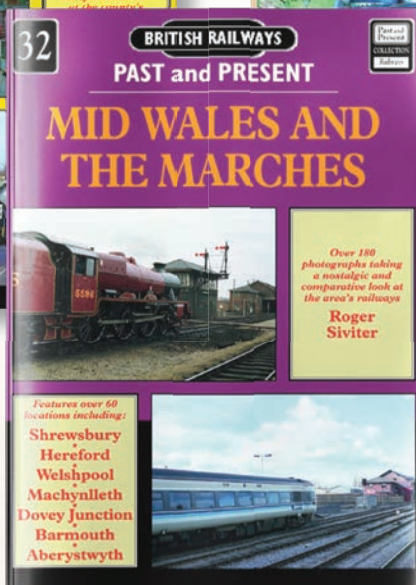
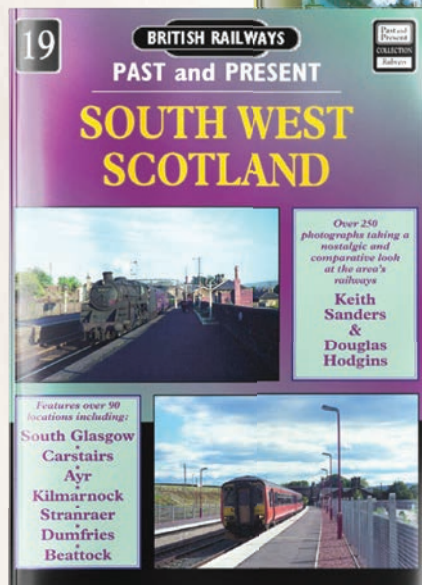
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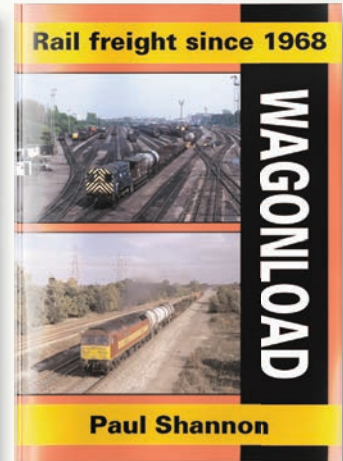
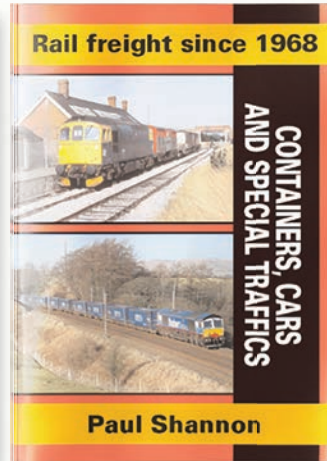
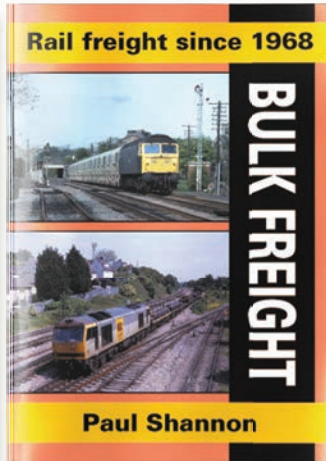
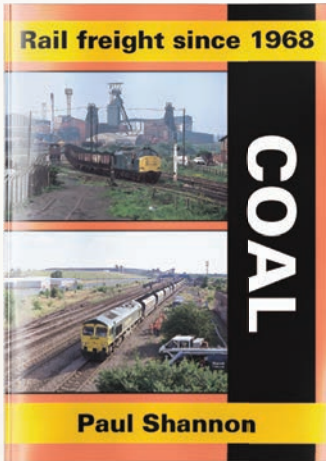


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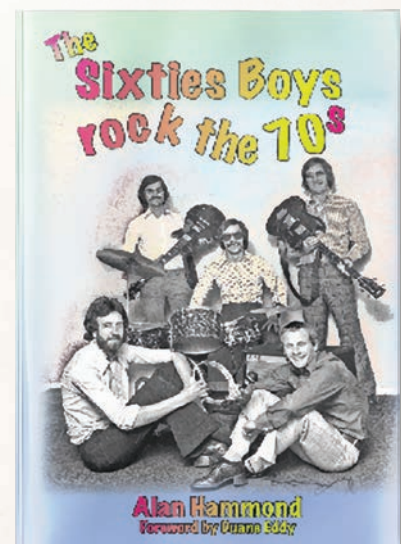
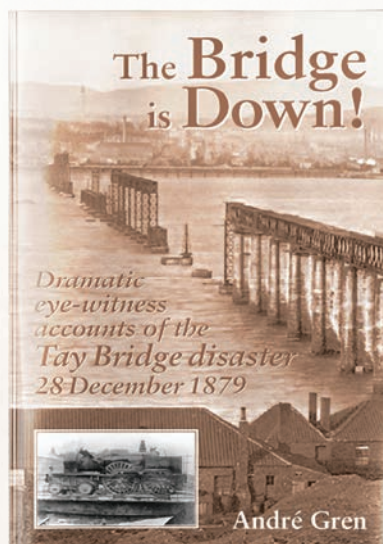
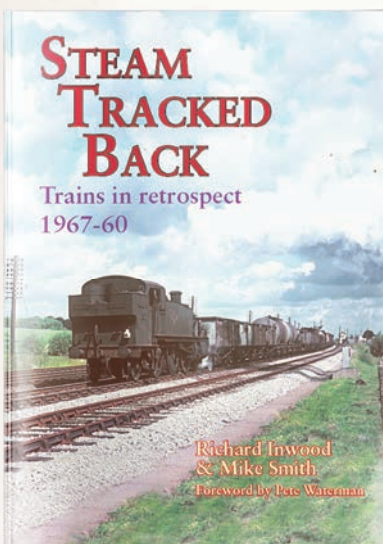
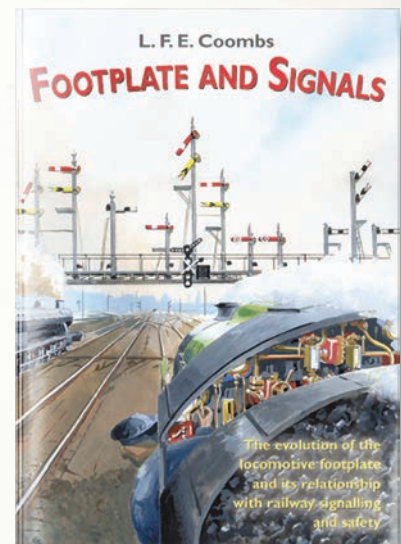
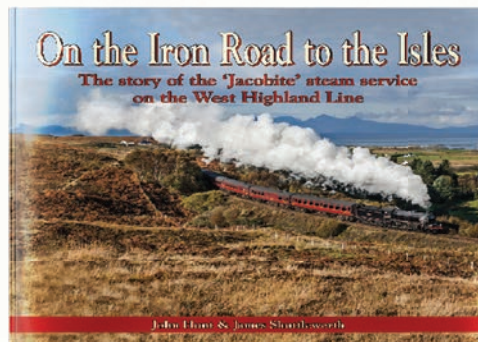
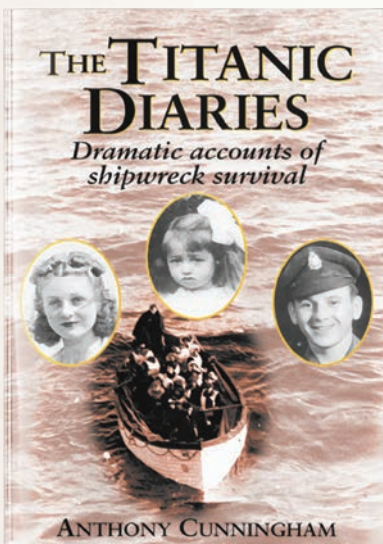


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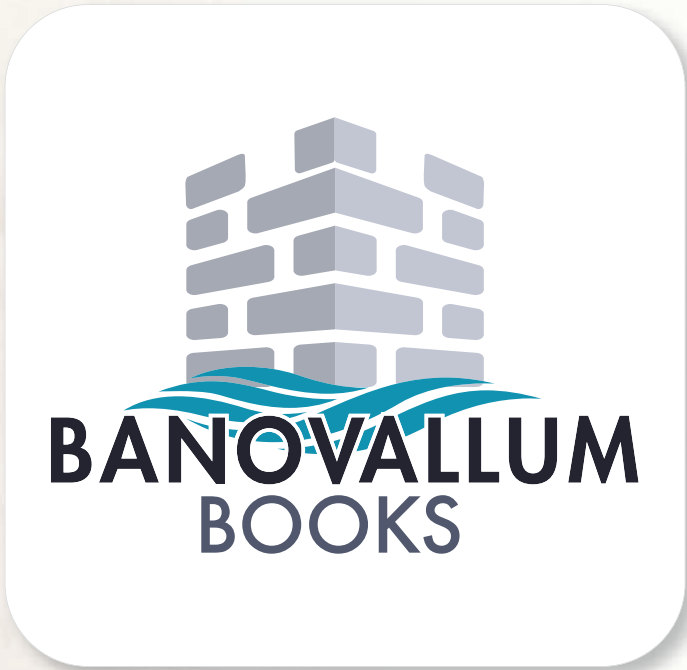
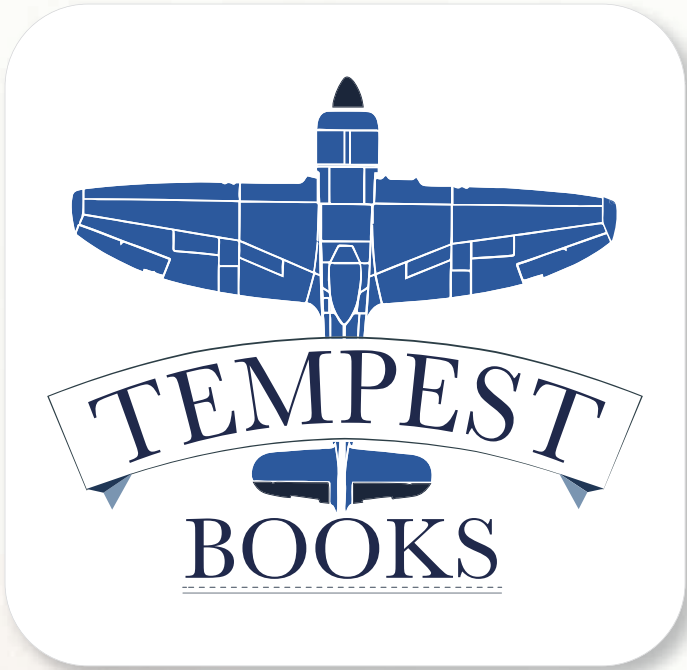
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